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# The Hongkong Telegraph.

FOUNDED 1832 六拜禮 號七廿月八英港香 SATURDAY, AUGUST 27, 1927. 日一初月八 \$3 PER ANNUM  
NO. 22,551

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## LOAN FOR PUBLIC WORKS.

## GOVERNMENT IS TO RAISE \$5,000,000.

## BONDS OFFERED AT SIX PER CENT. PER ANNUM.

## AERODROME PROVIDED FOR

The intention of the Government to raise a public loan for the financing of big public works takes definite shape to-day by the publication in the Government Gazette of the draft of a Bill which it is proposed to introduce into the Legislative Council on Thursday next, September 1st.

The Bill makes provision for a loan of \$5,000,000 to be secured on the Colony's general revenue, for the carrying out of certain public works. The purposes for which the loan is to be applicable are set out as:-

Waterworks Development .....	\$3,500,000
Aerodrome and Harbour Development .....	1,000,000
Other Public Works .....	500,000

The loan will carry interest at the rate of six per cent. per annum, and it will be redeemable at par on November 1st, 1938, and at any time after October, 1932, the Governor may approve of the redemption by purchase of bonds to be drawn for by lot.

All moneys appropriated out of the revenue for the service of the loan will be deducted from the revenues before the calculation of the military contribution.

## FINANCING SHING MUN SCHEME.

### Main Clauses.

The main clauses of the proposed Ordinance are as follows:

2. The Governor is hereby authorized to issue bonds to an amount sufficient to produce as nearly as may be the sum of five million dollars and such further sum as may be necessary to defray the expenses of the issue and management of the loan.

4. The principal moneys and interest represented by the bonds issued under the provisions of this Ordinance are hereby charged upon and shall be payable out of the revenue and assets of the Colony.

5.—(1) Subject to the provisions of sub-sections (2) to (8), both inclusive, the bonds issued under the provisions of this Ordinance shall be redeemable at par on the 1st day of November, 1938, from and including which date all interest on the principal moneys represented thereby shall cease and determine, whether payment of the principal shall have been demanded or not.

6. Every bond and coupon and the right to receive the principal and interest represented thereby shall be transferable by delivery.

To Transfer to General Reserve ..... \$100,000,000 To carry Forward to New Account ..... 8,777,914

I trust that this allocation (which, for the purpose of elucidation, has been incorporated in the accounts) will meet with your approval.

7. The Governor shall in each half-year ending with the day on which the interest on the bonds falls due appropriate out of the revenue and assets of the Colony a sum equal to one half-year's interest on the whole of the bonds outstanding in order that the interest for the said half-year may be paid therefrom.

8. The Governor shall in each year ending on the 31st day of October, subsequent to the year ending on the 31st day of October, 1927, appropriate out of the revenue and assets of the Colony for the formation of a sinking fund an additional sum of not less than six dollars and sixty cents per hundred dollars on the total nominal value of all the bonds issued, including any which may have been redeemed.

9.—(1) The sinking fund shall be applied in the first instance in payment of all expenses of or incidental to the redemption of the bonds and in the next place in re-payment of the principal moneys represented by the principal.

(2) In case the sinking fund shall be insufficient for the payment of the principal moneys at the time when such payment shall become due the Governor shall make good the deficiency out of the revenue and assets of the Colony.

10. The moneys appropriated for the formation of sinking fund shall, so far as they are not required for the purposes of the preceding section, be invested in such manner as may be approved by the Governor in Council, and the dividends, interest or produce of such investment shall be invested in like manner.

11. Interest at 6 per Cent.

12. The interest on bond each shall be at the rate of six per centum per annum and shall run from the day named in that behalf in the bond and shall be paid half-yearly at the head office of the Hongkong and Shanghai Banking Corporation on the days named in that behalf in the coupons.

13. On the day and at the hour and place so specified the Colonial Treasurer shall hold a meeting, at which the holder of any bond may, if he think fit, be present, and shall then in the presence of such bond holders, if any, as may attend, draw by lot, out of the whole number of bonds for the time being outstanding of the respective denominations specified, bonds to such respective total nominal values as shall have been specified.

14. The Colonial Treasurer shall thereupon declare the distinguishing numbers of the bonds drawn for redemption, and shall, as soon as may be, by advertisement in the Gazette, specify those numbers and appoint a day, not earlier than fifteen days

on the day of the drawing and, if being later than the day on which the then current half-year's interest is payable, on which the principal moneys represented by the bonds so distinguished will be repaid.

15. On the day so appointed there shall be paid to the holders of the bonds drawn for redemp-

(Continued on Page 10.)

## REALTY COMPANY.

### "HAS NOW TURNED THE CORNER."

#### PAYING OFF MORTGAGES.

Presiding at the fourth annual general meeting of the Hongkong Realty and Trust Co., Ltd., held at the Exchange Building this morning, Mr. J. Scott Harston, reviewing the year's activities said: Gentlemen:—As the Report and Accounts have been in your hands for several days, I will, with your permission, treat the same as read.

The Report of the Auditors is as follows:—"We report that we have audited the above Balance Sheet with the Books and Vouchers of the Company and that in our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at 30th June, 1927, according to the best of our information and the explanations given to us and as shewn by the Books of the Company. We have obtained all the information and explanations we have required."

#### LINSTEAD & DAVIS.

##### Chartered Accountants Auditors.

I think that the Balance Sheet accounts as presented, taken in conjunction with the amplifying remarks thereon appearing in the Director's Report, show comprehensively the financial position of the Company as on the 30th June, 1927, and in these circumstances there is no need for me to enter into detailed explanation in connexion therewith.

#### Corner Turned.

It will, no doubt, be gratifying to Shareholders to observe that the Company has now turned the corner, and that after deducting the debit balance of \$22,269.83 brought forward from the preceding year, and making liberal depreciation, the balance standing to the credit of Profit and Loss Account for the year under review amounts to \$108,777.84, which amount, your Board recommends, should be allocated as follows:—

To Transfer to General Reserve ..... \$100,000,000 To carry Forward to New Account ..... 8,777,914

I trust that this allocation (which, for the purpose of elucidation, has been incorporated in the accounts) will meet with your approval.

It is rumoured that he disagreed with other Cabinet Ministers regarding the League of Nations.—Reuter.

## SHIPS FIRED ON.

### U.S. FLAGSHIP HITS BACK.

#### SERIOUS ATTACKS ON YANGTSE CONVOY.

#### NORTHERN ADVANCE.

Shanghai, Aug. 26.

The American flagship, Isabel, with Admiral Hughes aboard, and the destroyer Noa, which participated in the bombardment of Nanking in March, were convoying three British merchantmen from Nanking to Shanghai when they were very heavily fired upon by the Nationalists 40 miles below Nanking.

The gunboats replied to this fire, the Noa alone firing 3,000 rounds with her machine-guns, rifles and Springfield guns. No Americans were injured, but a Chinese aboard one of the convoys was hit in the ankle by a rifle bullet.

An officer of the Noa reports that all foreign shipping in the

#### LORD CECIL DISAGREES.

#### League Controversy in Cabinet.

London, Aug. 26.

Viscount Cecil has not denied unconfirmed strong rumours that he has resigned from the Cabinet.

It is rumoured that he disagreed with other Cabinet Ministers regarding the League of Nations.—Reuter.

#### THE NORTHERN ADVANCE.

Railway Line Cut.

Shanghai, Aug. 26.

Following the capture of Tung-chow by the Northern troops, they have now started to cross the river. The movement started at 5.30, this morning when troops went over at a point four miles west of Nanking. Others crossed on the eastern side of Nanking.

The railway at Ankang has been cut, south of Chinkiang, and a Southern armoured train has been derailed.

The Shanghai Labour Union has become active again and propaganda pamphlets are now being distributed.—Naval Wireless.

#### ENVELOPING NANKING.

#### Northerners Cross Yangtze.

Shanghai, Aug. 26.

Following the occupation by Sun Chuan-fang yesterday of Tung-chow, fifty miles north-west of Shanghai on the north bank of the Yangtze, comes the news that the Northerners are crossing the river at two points, one fifteen miles below Nanking at Lungtan and the other ten miles above.

Sun Chuan-fang apparently intends to envelop Nanking to prevent the retreat of the defenders down the Shanghai-Nanking Railway. The body of troops crossing at Lungtan is reported to be cutting the line.

Northern agents are also believed to be responsible for another cut which occurred last night twenty miles west of Shanghai, resulting in the derailing of a slow train and the temporary suspension of the service.—Reuter.

I am pleased to be able to inform you that Exchange Building and the Bungalows on R.E.L. No 200 at Repulse Bay are now fully occupied, and although rentals are not entirely up to our expectations the fact that we have recently been compelled to turn away prospective tenants, more particularly in respect of enquires for up-to-date office premises, not only augurs well for the future of your undertaking, but also convincingly demonstrates that by reason of its central location and its high standard of accommodation, your Company's main enterprise, Exchange Building, will at all times command good rentals.

There being no further matters calling for particular comment, I now beg to formally propose that

Interest at 6 per Cent.

11. The interest on bond each shall

be at the rate of six per centum

per annum and shall run from the day named in that behalf in the bond and shall be paid half-yearly

at the head office of the Hongkong and Shanghai Banking Corporation

on the days named in that behalf in the coupons.

12. On the day of the drawing and

being later than the day on which the then current half-

year's interest is payable, on which the principal moneys represented by the bonds so distinguished will be repaid.

13. On the day so appointed there shall be paid to the holders of the bonds drawn for redemp-

(Continued on Page 10.)

14. The Colonial Treasurer shall

hold a meeting, at which the holder of any bond may,

if he think fit, be present,

and shall then in the presence of such bond holders, if any, as may attend,

draw by lot, out of the whole

number of bonds for the time

being outstanding of the respective

denominations specified,

bonds to such respective total nominal

values as shall have been specified.

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on the days named in that behalf in the coupons.

18. On the day so appointed there shall be paid to the holders of the bonds drawn for redemp-

(Continued on Page 10.)

19. The interest on bond each shall

be at the rate of six per centum

per annum and shall run from the day named in that behalf in the bond and shall be paid half-yearly

at the head office of the Hongkong and Shanghai Banking Corporation

on the days named in that behalf in the coupons.

20. Interest at 6 per Cent.

21. The interest on bond each shall

be at the rate of six per centum

per annum and shall run from the day named in that behalf in the bond and shall be paid half-yearly

at the head office of the Hongkong and Shanghai Banking Corporation

on the days named



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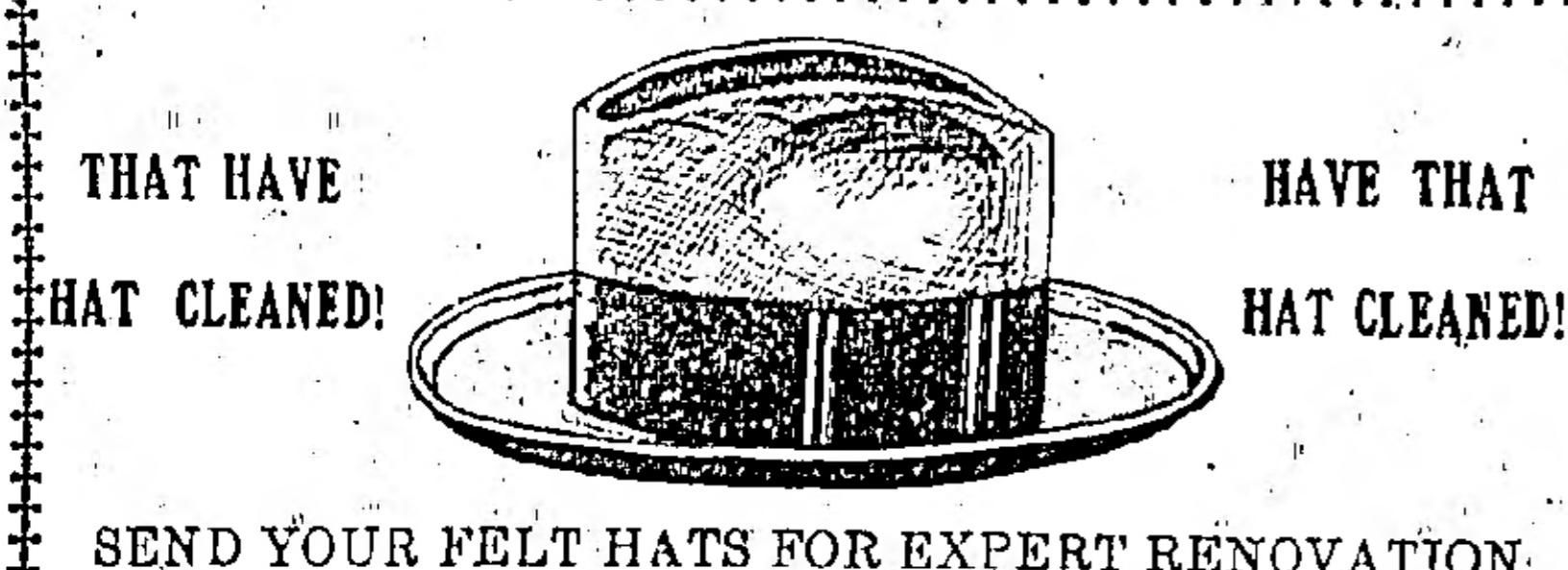
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### FUNERALS.

#### LATE REV. BRO. JOSEPH.

The funeral of the late Brother Joseph took place yesterday afternoon. The cortege was met at the entrance to the Roman Catholic cemetery by the Right Rev. Bishop Valortta, with clerics and acolytes of the Roman Catholic Cathedral, and a procession was formed to the mortuary chapel, where the Requiem service was intoned by the Rev. Father Granelli, His Lordship pontificating.

The Right Rev. Bishop Valortta officiated at the graveside, and was assisted by the Rev. Fathers Augustine, Granelli, Novak and Rossi.

Brother Aimar, director of the College was the chief mourner.

There was a large company present including Brother Aubert, Sub-Director, the entire staff of the college, a larger number of scholars, and members of the committee of the Old Boys' Association. Also Mr. E. Ralphs, Inspector of English Schools, Mr. J. M. Noronha, Dr. Basto, and Messrs. A. and P. Leong Hing-keg.

Others present included Fathers Downs, Riganti, Le Corre, and Le Bond. There were also in attendance sisters from the various convents.

Lay teachers acted as pall bearers.

Wreaths were sent by the following:-Messrs. Little, Adams and Wood, Mr. E. Ralphs, Robert and Leo Choa, C. Van-Leo, Simon Tse-yan, Andrew Tse, First Hongkong (St. Joseph's) College troop of Boy Scouts, Antony, J. A. de Almeida, Masters Woo Pak-san, Woo Pak-chuan, Woo Pak-foo, and Woo Pak-kwai, Dr. Eugene L. de Souza, Omar Brothers, Xavier Bros, past pupils in the Chartered Bank of India, Australia, and China, Mr. F. B. da Silva, Mr. and Mrs. C. H. Basto, the servants at St. Joseph's College, Mr. L. E. Haynes, Mr. C. Houghton, Mr. R. Pereira, Mr. W. H. Cheung, past pupils in Messrs. Jardine Matheson and Co. Ltd., insurance department, St. Joseph's College Football Club, Messrs. J. and R. Alarakia; Mr. G. A. Hyder, Mr. and Mrs. O'Sullivan and family, and Mr. and Mrs. M. A. Piqueiredo and son.

#### The Late Mr. Parker.

There was a big gathering of sympathisers at the funeral of the late Mr. Braghton Parker, of the s.s. Lungshan, which took place at the Protestant Cemetery last evening. A number of old friends and colleagues were present, but owing to the fact that a number of river boats were not in harbour, many officers were not able to be present.

It is interesting to note that before his appointment to the Yee Cheong rice mills at Saigon, the late Mr. Parker was for 15 years with Messrs. Jardine Matheson and Co. Ltd. He was a native of Sydney, Australia, and was educated in London. He leaves many friends in Saigon to mourn his loss. It is believed that both his mother and father are still living in Sydney.

At the funeral there were representatives from the China Navigation Company, (Messrs. Butterfield and Swire), the Hongkong Canton and Macao Steamboat Company, and the Indo-China Steam Navigation Company. Officers from the various boats operated by the Steamboat Company were not able to be present, owing to the vessels being away.

Those present included:-Mr. F. Thomason (representing the Hongkong, Canton and Macao Steamboat Company, Ltd.), Capt. R. Inner (Marine Superintendent of Messrs. Butterfield and Swire), Mr. M. M. Murray (Supt. Engineer of B. and S.), Mr. J. R. Kinghorn (Assistant Supt. Engineer), Mr. Lo Kai Hong (compradore of the Steamboat Company), Mr. Lawrence (Chief Engineer of the Taishan), Messrs. T. Hynes, and A. M. Simpson (Kowloon Dock) W. J. Stokes (Marine Engineers

### FRENCH FINANCE.

#### BANK ADVANCE TO STATE TO BE REDUCED.

Paris, Aug. 26. According to *L'Echo de Paris* the limit of the advances of the Bank to the State will be, on the 31st inst., reduced to 32 billions of francs instead of 36 billions and a half. With previous repayments thus limit of advances will be reduced by a total of eight billions and a half since the Cabinet and the National Union took office.

Moreover the recent loan will permit shortly of the withdrawal of 1,300 millions in bonds for national defence from circulation.

### SWISS RAILWAY DISASTER.

#### EIGHTEEN KILLED.

Chamonix, Aug. 26. Three others have died bringing the death toll up to 18. Thirty people were injured.

The train was filled with passengers and had gone only 300 yards from the station when the engine and the first coach left the rails and fell down the mountain-side. The second coach was saved by a tourist applying the emergency brake. The dead include the driver and six women.—Reuter.

### THE "N. C. D. NEWS."

#### STILL UNDER POSTAL BAN.

The fact that the *North China Daily News* has been reaching Hongkong has led to local suspicion that the Nanking Government's postal ban had been lifted.

This is not the case, as the following telegram, received from the *N. C. D. News* yesterday, shows: "Postal ban still maintained against us, your report incorrect. Distribution is being effected despite the ban."

#### Wreaths

Wreaths were sent by the following:-his loving wife and children Flo, Patsy and Bill, Mr. and Mrs. T. Hynes and family, Mr. and Mrs. E. Hanlon, Mr. and Mrs. N. Watson, Mr. and Mrs. W. Glendinning, Mr. and Mrs. A. Robertson, Mr. and Mrs. R. A. Campbell, Mr. and Mrs. S. Baker, Mr. and Mrs. D. Harvey and David, Mr. and Mrs. J. M. Ramsay and family, Mr. and Mrs. W. Forsyth, Mr. and Mrs. E. L. Stanfield, Mr. and Mrs. A. Macfarlane.

Captain and Officers of the s.s. Lungshan, officers of the Taishan, Captain and Officers of the s.s. Sui Tai; Officers of the Kinshan. Officers of the Sui Ar, Capt. F. Smith of the s.s. Sui Tai, Captain Thomson, of the s.s. Taishan, A. Place (nurse, Taishan).

The Hongkong, Canton and Macao Steamboat Co., Ltd., the Office Staff of the Hongkong, Canton and Macao Steamboat Company, Ltd., Messrs. Butterfield and Swire (Engineering Department).

The Marine Engineers' Guild of China, The Institution of Ship-builders and Engineers of Hongkong.

The Superintendents of the Hongkong, Canton and Macao Steamboat Company, Ltd., Messrs. G. E. Ellams, F. G. Samways, T. M. Perpetuo, R. McKellar, W. C. Excel, J. A. Doig.

Beatrice A. Bliss, Mrs. L. Woolley and family, Miss P. Jones, Messrs. A. J. Diggle and Walter B. Chilmaid (Taishan), Cecil, Percy and George Mitchell, Mavis and Kathleen Glendinning, C. P. O. Clarke and Revenue Officer Ward.

### STILL NO NEWS OF RILEY.

#### OFFICIALS REDUCTANT TO INVESTIGATE.

Mr. Basil Riley, correspondent for the London Times who has been missing for three weeks, is still unheard from, and the mystery of his disappearance and the lack of news with regard to him is occasioning considerable perturbation and comment in international circles, both in China, and abroad.

It will be recalled, from reports published in the *Hankow Herald*, that on the morning of July 19 the train on which Mr. Riley was travelling north reached Chengchow. On the morning of July 23 Mr. Riley intimated to his travelling companions that he would be away but a few hours, in the course of a walk through a nearby village. Since then he has not been heard from.

Endeavours have been made by the British authorities at Peking to secure an investigation at Chengchow but Peking, being at the present moment at war with the Chengchow district, there is no hope of a successful investigation from that quarter.

#### Wheels Difficult to Move.

The British Consul General at Hankow, Mr. Harold Porter, has used his every endeavour to get action from here, but at times, and when they are so minded, Chinese wheels are very difficult indeed to move. The Foreign Office here has communicated with Chengchow, and Chengchow has replied, "Mr. Riley is not here." Hankow has asked, "If he is not there, then where is he?"

But this, Chengchow appears to scorn as a rather useless question. They have already answered, "He is not here," and they appear to feel irritated that anything further should be asked of them.

#### Must Have Been Seen.

The appalling point in the case of Mr. Riley's disappearance lies not in the fact of his remaining unheard from for a period of three weeks, nor in the possibility that some accident may have befallen him, but in the apparent refusal of the officials at Chengchow to make any move toward investigating what has become of him.

Foreigners in Chengchow, during these days, are not too plentiful. The appearance of a strange foreigner in any native village so far from one of the Treaty Ports, must have caused considerable comment.

Hundreds of people must have seen him come into the village, and there must be many who know what has become of him. He cannot simply have disappeared from the face of the earth. Nor is it reasonable for the Chengchow officials to consider their duty done when they reply, without investigation. "He is not here."

#### No Sherlock Holmes Required.

Were the authorities in Chengchow in the slightest degree sympathetic in assisting in the search for Mr. Riley, either his whereabouts or what has become of him could be ascertained in the course of a single day. It requires no Sherlock Holmes, no trained sleuth, to uncover such a trail.

Mere methodical inquiry in the neighbourhood of Chengchow would immediately uncover what has become of him. They will find an endless number of Chinese who will remember his having come to Chengchow, who will be able to tell in which direction he travelled, and will, in less time than it takes for a telegram saying "He is not here" to get from Chengchow to Hankow, to find out what has become of this British newspaper man whose disappear-

### OUR CABARET.

#### APPRECIATIVE AUDIENCE LAST NIGHT.

"Our Cabaret," will be seen for the last time in the Colony tonight at the City Hall, and judging by the reception given to the Company last night, there can be little doubt that the attendance will be fairly big.

The programme during last night's performance was particularly attractive, and several encores were demanded. Charles Mason, the comedian was the most popular of this little group of talented artistes and as usual the sisters Rita and Delta Vivienne and Fred Collier delighted those present with several specialty dances which were well appreciated.

"The Disorderly room" which was given just before the interval proved to be a very humorous sketch both Billy Bray and Charles Mason revealing themselves to be artistes of no mean calibre.

### JAPANESE NAVAL DISASTER.

#### MANOEUVRES SUSPENDED.

Tokyo, Aug. 26.

The *Asahi*'s special correspondent writing from Maizuru quotes the port authorities as attributing the naval disaster to the darkness of the night and the dense fog.

It is believed impossible to refloat the *Warabi* owing to the depth of water. The *Naka* and *Ashi* arrived at Maizuru yesterday evening.

Further manoeuvres have been suspended. Warships and aeroplanes are searching for bodies but up to the present only one has been recovered.

The latest figures of casualties give a list of 119, including 11 officers.—Reuter.

### NAVAL SCARE.

#### JAPANESE DENIAL.

Tokyo, Aug. 26.

A Foreign Office spokesman has unequivocally denied that there is any truth in the report that an Anglo-Japanese agreement with regard to future naval supremacy has been concluded. He also refuted the allegation that a revival of the Anglo-Japanese agreement is under discussion.—Reuter.

ance has aroused much foreboding.

#### Action Necessary.

Surely it would be a wise move for the Foreign Office at Hankow to send a representative to Chengchow to inquire into the matter. Possibly he might be accompanied by an official of the British Consulate, although this might not be necessary were the Foreign Office to make a personal investigation in this manner.

One Chinese official sent from Hankow would be of more use at Chengchow than the whole official personnel at that city in the matter of investigating Mr. Riley's disappearance. It should be done immediately. If anything has happened to Mr. Riley, whatever that "anything" is, should be divulged without delay.

If he is safe, it should be made known, so that the present worry with regard to his fate may be laid at rest. "He is not here" means nothing. The world will demand to know where he is. And a little earnest effort on the part of the Chinese authorities would quickly make that known. A slight effort made now will save much needless uneasiness and possible complications.

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### Wretch!

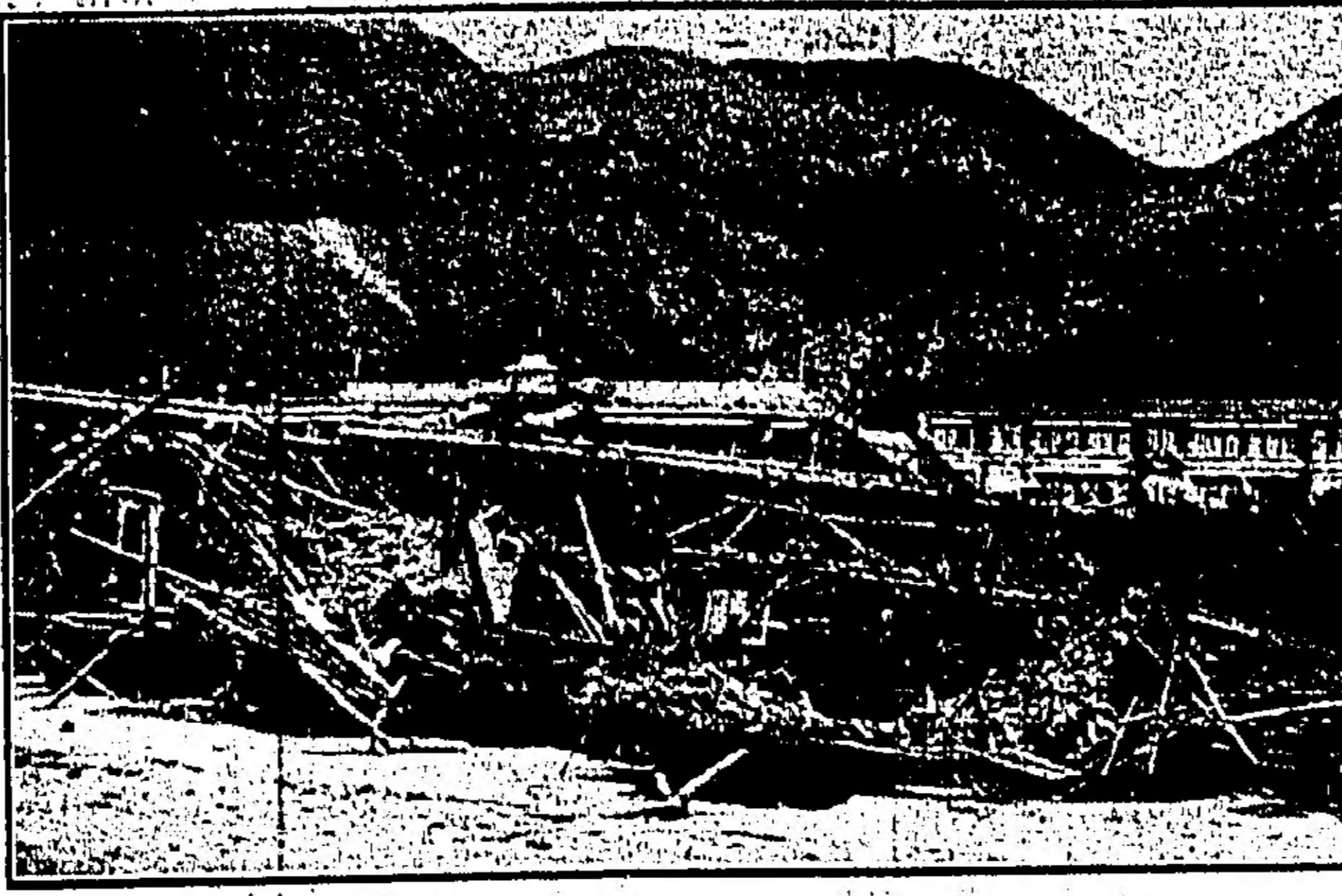


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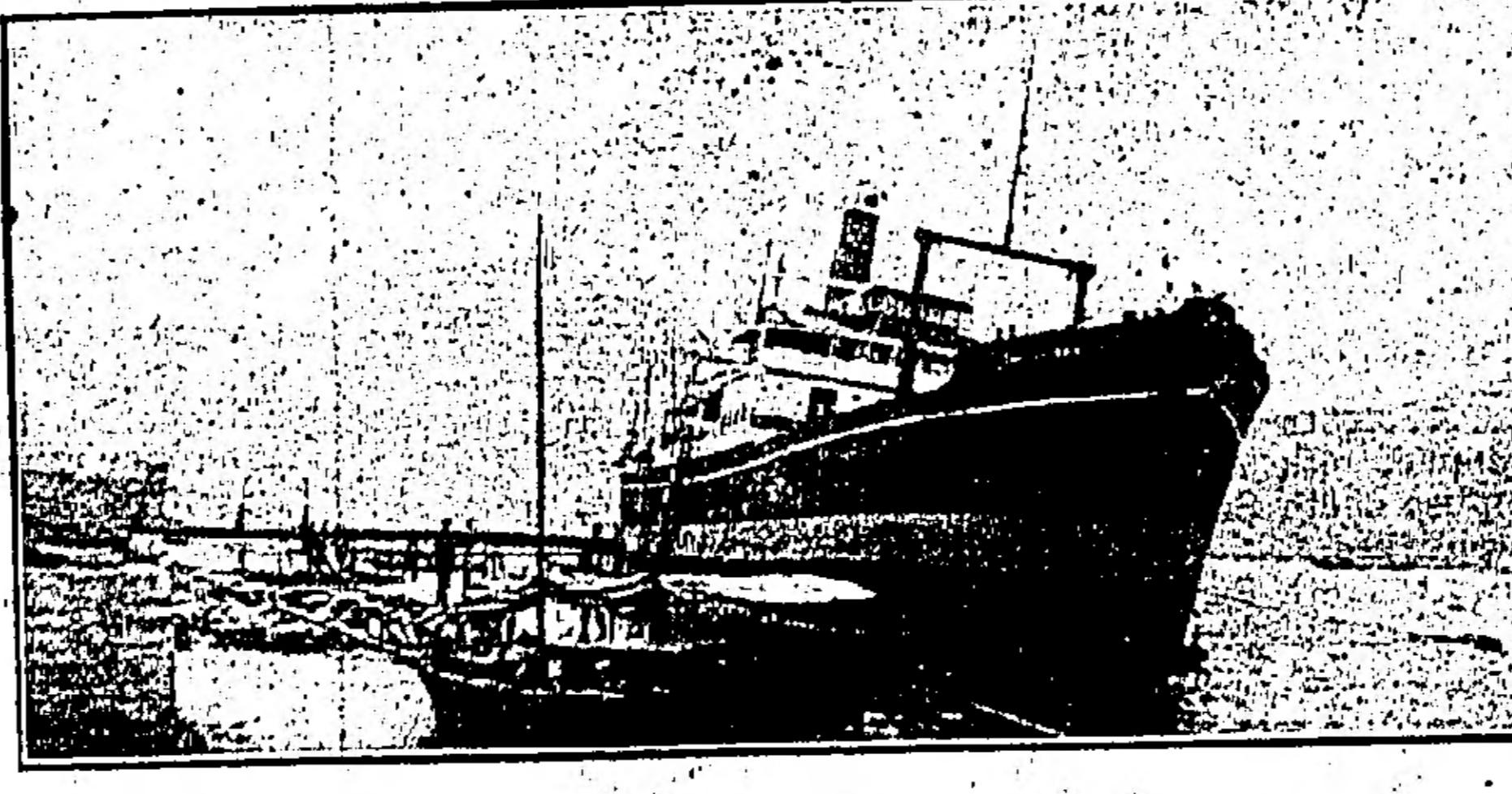
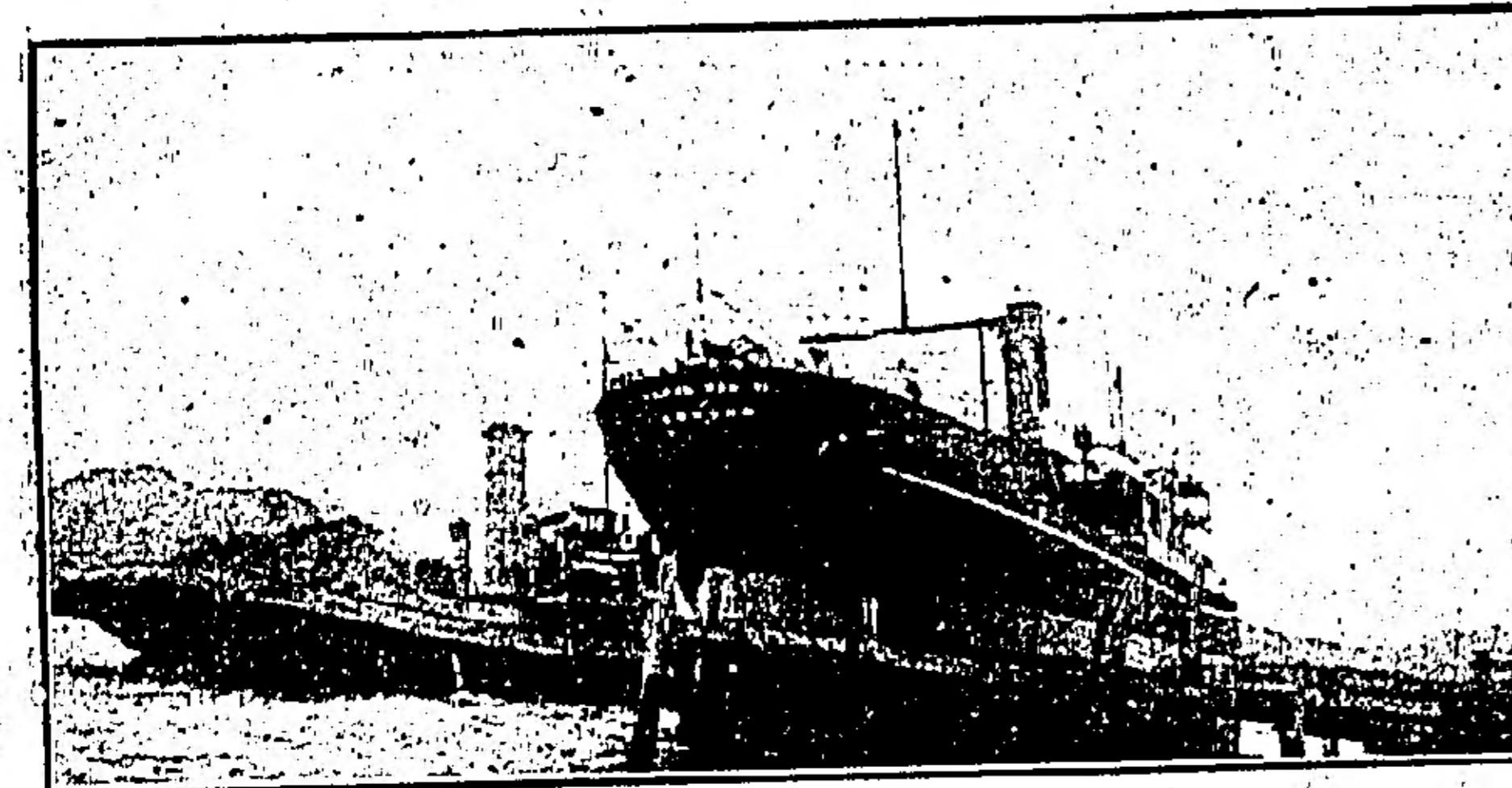
## EFFECTS OF LAST SATURDAY'S TYPHOON.



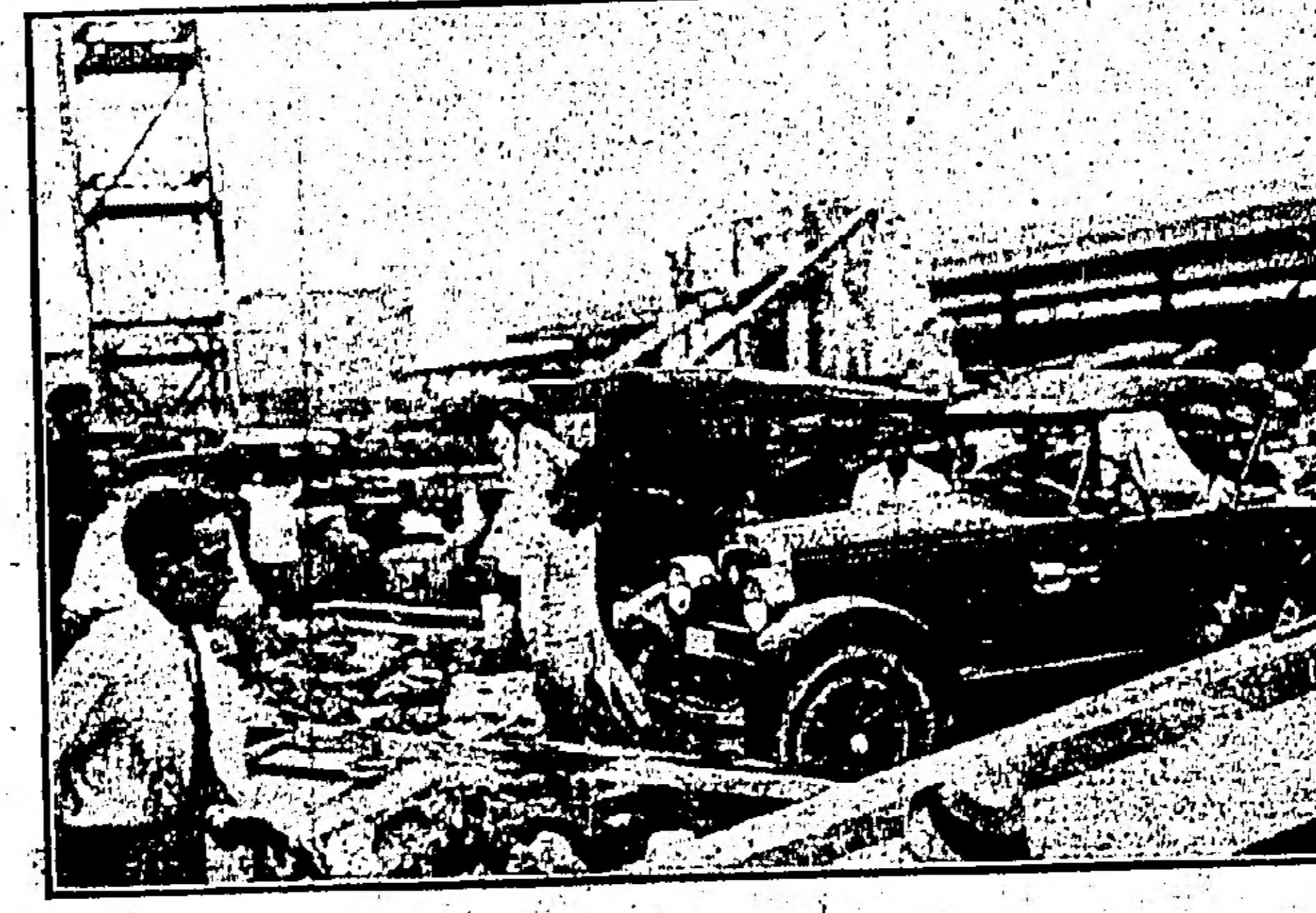
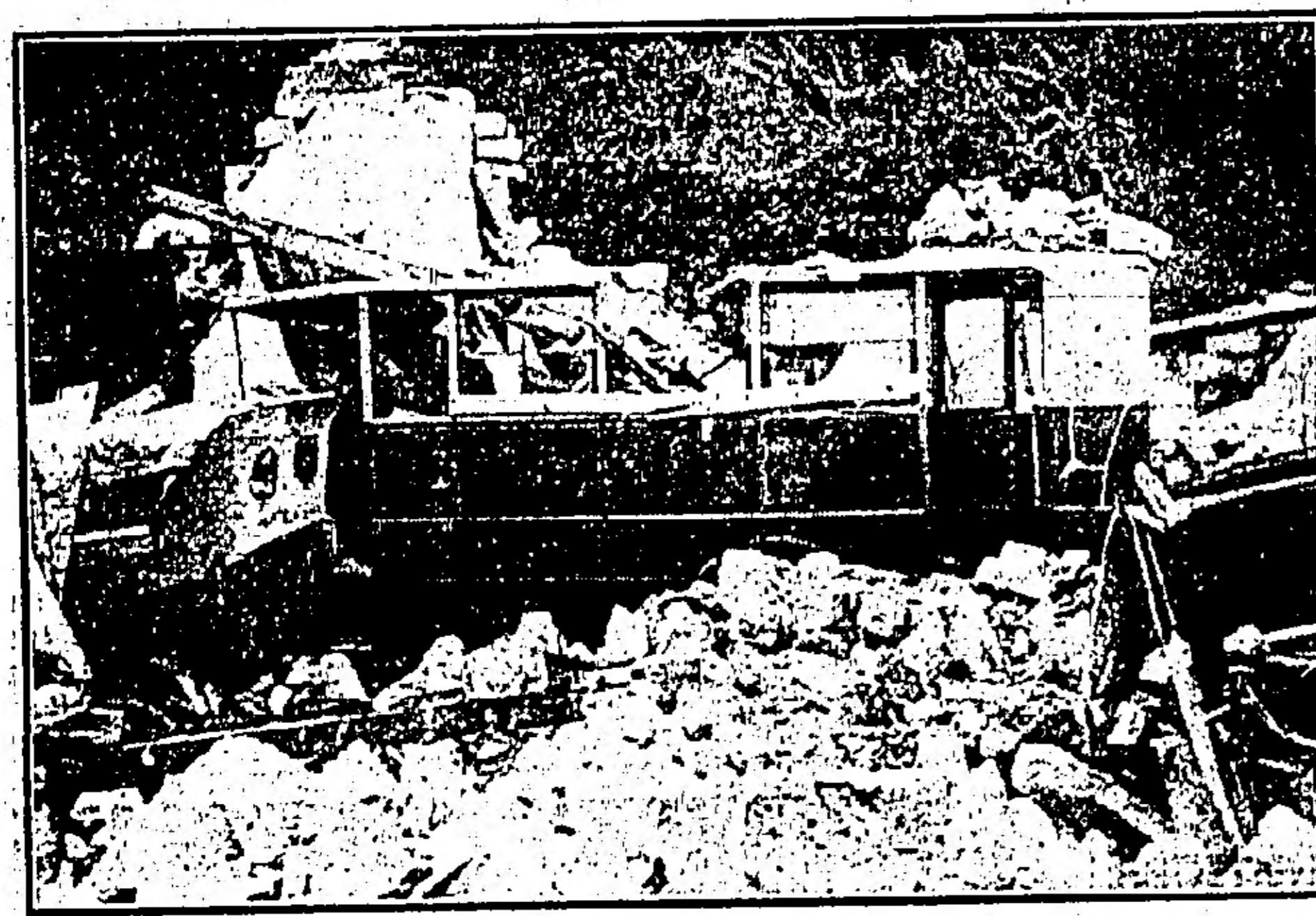
Demolished matsheds at Repulse Bay, following the typhoon of last Saturday, when very few of these sheds at Hongkong's most popular bathing beach survived the effects of the wind and heavy downpour of rain.



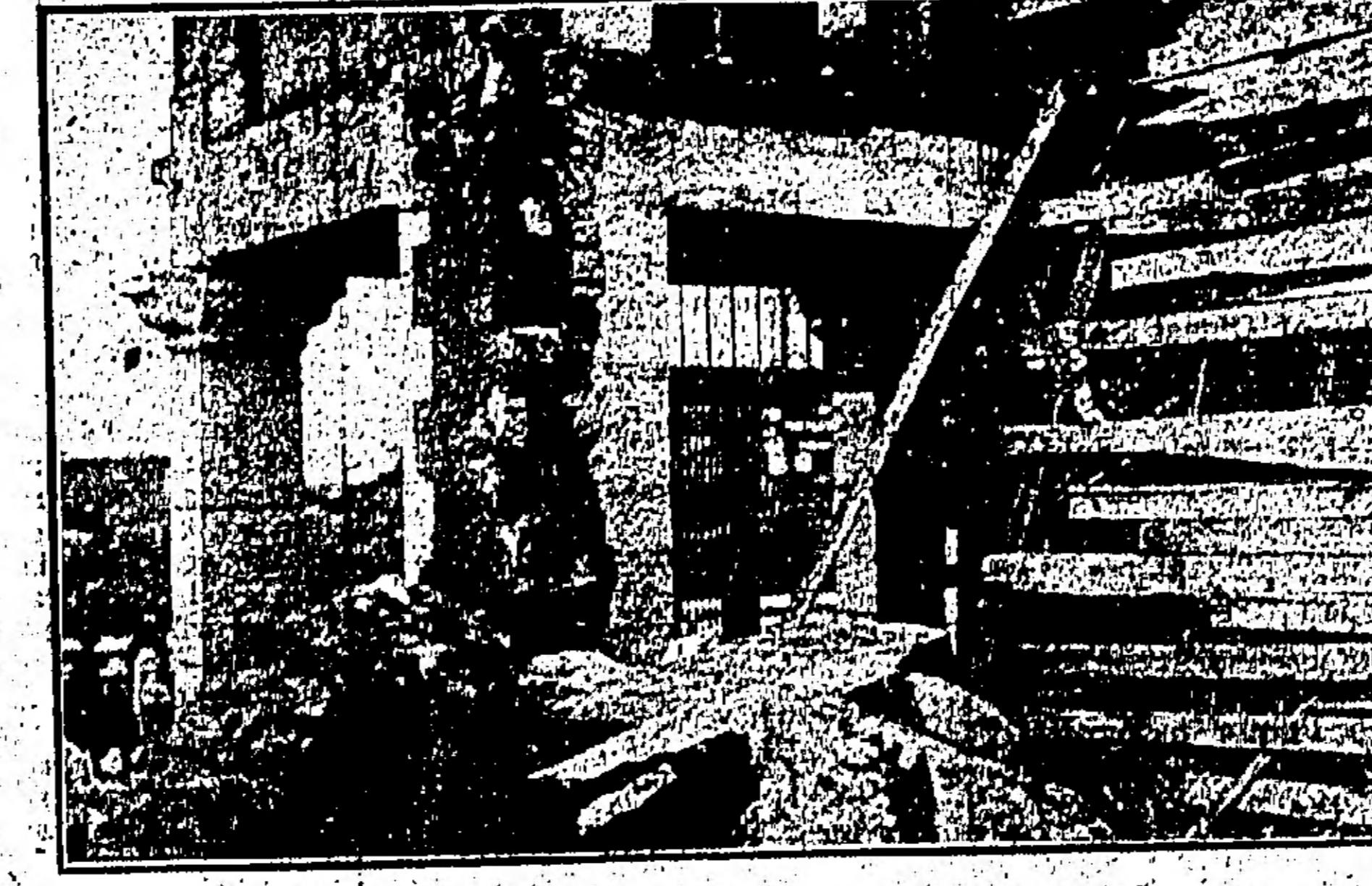
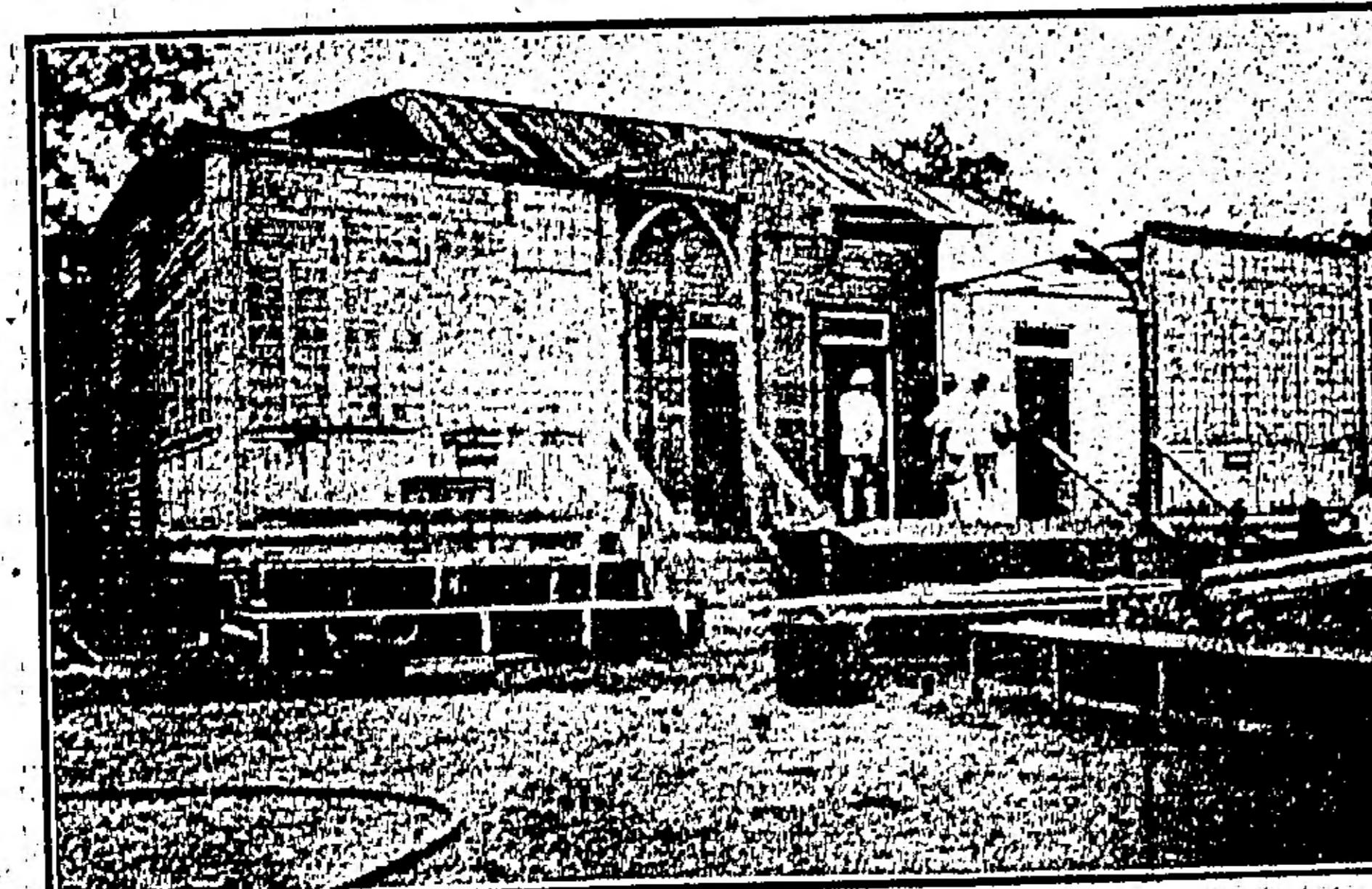
A vivid impression of the force of the storm is given by the above two pictures, taken at the height of the typhoon, the one on the left showing waves breaking over the Praya and Queen's Pier, and the other depicting naval vessels and a tug riding out the storm.



The only serious shipping casualty concerned the s.s. Taikoo Wan Yi, seen above on the beach near to the Hunghom Cement Works, where it was driven ashore during the typhoon. The vessel was refloated on Tuesday.



The wholesale destruction of motor vehicles in the Taxicab Company's garage at Kowloon is very clearly shown in the above pictures, taken while the work of clearing away the debris was in progress. Some of the cars suffered lightly, while others were completely demolished, when the garage collapsed on Saturday afternoon.



Two instances of damage to structures on the Peninsula are depicted above. On the left is the pavilion of the Kowloon Cricket Club, which suffered severely, and the other picture is of the collapse of a house at Shamshui Po, when several Chinese were killed.

## SPECIAL OFFER.



August 29th to September 3rd

To make room for our New Season's Hats we are offering all our present stock at

**\$8.50**

each, net.

*Mackintosh*  
MEN'S WEAR SPECIALISTS  
ALEXANDRA BUILDING. DES VOEUX ROAD

ESTD 1842

# BOOTE'S TILES

USED ALL OVER THE WORLD

FLOOR TILES-MOSAICS-FAIENCE  
WALLTILING TO SUIT ALL TYPES OF  
BUILDINGS  
LEADLESS WHITE OF THE HIGHEST GRADE  
FIREPLACES NEAT DESIGNS & HARMONIOUS COLORS

SOLE AGENTS  
SHEWAN TOMES & CO., HONG KONG.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS  
HARDWARE MERCHANTS.

PHONE:-CENTRAL No. 1116. { Wing Woo Street  
TEL 25 Central

**WHITEAWAYS**

A SPECIAL BARGAIN

by  
GENTS' HEMSTITCHED HANDKERCHIEFS

Gentlemen's . . .  
Hemstitched  
**HANDKERCHIEFS**

300 Dozen

White Irish lawn Handkerchiefs Good wearing quality, 17 inches Square Hemstitched border.

SPECIAL SALE PRICE \$1.75

SALE ENDS SATURDAY SEPTEMBER 3RD.  
DO NOT MISS OUR DOLLAR BARGAINS.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
HONG KONG.

## POST OFFICE NOTICE

## NOTICE

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcel post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechuan will now be accepted for transmission at senders' risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

## RADIO NOTICES

It is notified for information that a new shortwave commercial wireless service was opened on July 23rd between Hongkong and the Philippines for the exchange of ordinary, deferred and press telegrams.

Rates to Manila 30 cents per word ordinary, 15 cents per word deferred and press.

To Luzon Islands (Except Manila) and Corregidor Island 43 cents per word ordinary.

All other Islands 75¢ cents per word ordinary.

Radio Telegraph Services are now in operation between Hongkong and the following places.—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macau, Kwangchowwan, Fort Bayard, Wuchow, and Hohow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

## INWARD MAIIS.

	Per	Due
Europe via Negapatam, letters only		
London 28th July	Rinda	August 28.
Manila	Pres. McKinley	August 28.
Saigon	Athos II.	August 28.
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	Korea Maru	August 28.
U.S.A., Honolulu, Japan and Shanghai	Pres. Garfield	August 29.
U.S.A., Honolulu, Japan and Shanghai	Pres. Jefferson	August 29.
Europe via Negapatam, papers only London 28th July	Tama Maru	August 29.
Canada, U.S.A., Japan and Shanghai Empress of Asia	Morea	September 2.
Shanghai	Pres. Lincoln	September 4.

## OUTWARD MAIIS.

	Per	Due
Bangkok	Skuld	Sat. Aug. 27, 2.30 p.m.
Straits and Calcutta	Kungsang	Sat. Aug. 27.
Swatow, Amoy and Formosa	Parcels	4 p.m.
Swatow, Amoy and Foochow	Letters	5 p.m.
Shanghai	Hainan	Sun. Aug. 28, 9 a.m.
Swatow	Athos II.	Sun. Aug. 28, 9 a.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America, Europe via Siberia	Hydrangoa	Mon. Aug. 29, 2.30 p.m.
	Pres. McKinley	Mon. Aug. 29,
	Parcels	3 p.m.
	Registrations	4.15 p.m.
	Letters	5 p.m.
Manila	(Due San Francisco, 2nd Sept.) Pres. Garfield	Mon. Aug. 29, 5 p.m.
Swatow	(Due San Francisco, 2nd Sept.) Pres. Garfield	Mon. Aug. 29, 5 p.m.
Shanghai	Hainan	Sun. Aug. 28, 9 a.m.
Swatow	Athos II.	Sun. Aug. 28, 9 a.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America, Europe via Siberia	Hydrangoa	Mon. Aug. 29, 2.30 p.m.
	Chenonceaux	Tues, Aug. 30.
	Registration	1.45 p.m.
Manila	Letters	2.30 p.m.
(Due Marseilles 30th September)	Pres. Jefferson	Tues, Aug. 30, 4 p.m.
Shanghai and Europe via Siberia	Saarland	Wed, Aug. 31, 8.30 a.m.
Swatow	Walshing	Wed, Aug. 31, 8.30 a.m.
Swatow	Soochow	Wed, Aug. 31, 1.30 p.m.
Manila	Empress of Asia	Wed, Aug. 31, 10.30 a.m.
Straits and Calcutta	Fookang	Thurs, Sept. 1.
	Parcels	noon.
	Letters	1 p.m.
Japan	Talibybus	Sat, Sept. 3, 10 a.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Morea	Tues, Sept. 3, K.P.O.
	Parcels	2nd 4.30 p.m.
	Reg.	3rd 9 a.m.
	Letters	3rd 10 a.m.
	G.P.O.	
	Parcels	2nd 5 p.m.
	Reg.	3rd 9.45 a.m.
	Letters	3rd 10.30 a.m.

\*Correspondence bearing vessel's name only.

## WATER LEVELS.

## REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG. WATER-LEVELS IN ENGLISH FEET.

Place of Observation.	Highest W.L. on record	Lowest W.L. on record	W. L. W. L.
West River at Shiuhsing	+ 41' 0"	0'	+ 17.2 falling
North River at Tsingyuen	+ 28' 7"	0'	+ 10.0 rising
North River at Sanshui	+ 27' 3"	— 5'	+ 10.6 falling
East River at Shekldung	+ 16' 2"	— 3'	+ 9.2 + 8.2

## CALBECK'S SHERRIES.

Montilla,  
Amontillado,  
Manzanilla,  
Pale Gold,  
Oloroso.

CALBECK, MACGREGOR & COMPANY, LIMITED.  
(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)

Prince's Building (Ground floor.) Ice House Street.

## "RICKSHAW" BRAND

## CEYLON TEA

## Cheapest and Best

From all leading Compradores.

PRICE \$1.00 PER LB.

Be Guided by the Quality—not the Price.

## NEW ADVERTISEMENTS.

## A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

25 WORDS FOR \$1.00  
(\$1.50 if not prepaid)

The following replies are awaiting collection:

13, 2, 1, 42, 1, 97, 1, 441, 1, 444, 1, 456, 1, 462, 1, 453, 1, 512, 1, 516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 210, 215, 226, 248

## BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry next new Hotel, Hankow Road, Kowloon, Tel. K.367.

## LOST.

LOST—from Central Police Station on 25th August a white wire-haired mongrel female dog with long tail. Finder will be rewarded on application to Mrs. Wodehouse.

## WANTED.

WANTED.—To purchase a Blackwood or Cherrywood bedstead. Carved preferred. Reply to P. O. Box No. 660.

## PREMISES TO LET.

TO LET.—One European FLAT, Nanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A Chater Road. Apply E. D. Sargent and Company, Ltd.

TO LET.—Five roomed House No. 49, Granville Road, Kowloon, with flush and sanitary conveniences. Apply to Spanish Dominican Procurator, Phone No. C.721.

TO LET.—Houses in Macdonell Road, beautiful situation; with garden, flush and modern conveniences. Apply to Lam Woo & Co., 30, Leun Fat St., 1st Floor.

TO LET.—European FLATS, 29A and 29B, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—Shipping Offices in Connaught Road, Central, No. 18, first floor; Nos. 15 & 16, second floor; Nos. 15, 16, 18 and 19, third floor. Please apply to S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Bright and airy OFFICES single rooms or suites. 3rd Floor Prince's Buildings. Cheap rental. Immediate occupation. Apply to The Union Trading Co., Ltd., York Building.

## PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street.

Tels. C.609 and 8287.

IT'S QUALITY THAT COUNTS

## CHINESE LANGUAGE SCHOOL.

The next Session of the General Chamber of Commerce CHINESE LANGUAGE SCHOOL opens on Monday, 6th September.

Classes are held at Chartered Bank Building (First Floor) from 1.15 to 2.15 p.m., and each student has the services of a personal teacher in addition to lessons in class.

Those desirous of learning colloquial CANTONESE are invited to communicate with the undersigned.

M. F. KEY,  
Secretary,  
General Chamber of Commerce,  
Hongkong, August 25, 1927.

## HONGKONG WOMEN'S GUILD &amp; MINISTERING CHILDREN'S LEAGUE.

## "FUN O' THE FAIR."

In connection with the FAIR an Arts & Crafts Competition will be held, for which prizes of the value of \$10.00, \$5.00, and \$2.50 will be given.

Any handmade article of any kind may be entered provided that it is the bona-fide handwork of the competitor and that the materials used, which may be of any kind, do not cost more than 50 cents.

Entries to be sent on or before 15th September to Miss F. C. Woo.

St. Paul's Girls School, Macdonell Road, and must be accompanied by a detailed statement of the materials used and their cost.

Entries will be judged by Mrs. J. Pearson and Mrs. R. H. Kotewall.

The articles will be sold at the "FUN O' THE FAIR" on October

## HONGKONG FOOTBALL ASSOCIATION.

Applications for affiliation to the above Association must reach the undersigned by the 31st accompanied by the necessary fee of Two Dollars. Newly affiliating Clubs One Dollar entrance fee extra.

W. E. HOLLANDS,  
Hon. Secretary,  
P. O. Box 233.

## HONGKONG FC ASSOCIATION.

REFEREES AFFILIATION.

Applications from qualified Referees for Affiliation to the above Association must reach the undersigned by the 31st accompanied by the annual subscription of One Dollar.

W. E. HOLLANDS,  
Hon. Secretary,  
P. O. Box 233.

## HONGKONG FOOTBALL LEAGUE.

Applications for admission to the above League must reach the undersigned on or before the 31st August, accompanied by the entrance fee of Twenty Dollars. No Club can be admitted to the Hongkong Football Association.

W. E. HOLLANDS,  
Hon. Secretary,  
P. O. Box 233.

## FOR SALE.

FOR SALE.—RADIO SUPPLIES, British and American radio goods in stock. Sets constructed and repaired. Inspection invited at The Union Store, No. 37, Des Voeux Road Central.

A. RITCHIE,  
c/o Liquidator,  
Lowe, Bingham & Mathews,  
3, Queen's Rd. Central.

ST. STEPHEN'S COLLEGE.  
PROSPECT PLACE, BONHAM ROAD.

School will re-open Monday, September 12th. Examination for New Boys, Saturday, September 10th, at 9.30 a.m. For Prospective Boarders and Day-boys, apply

ST. STEPHEN'S COLLEGE,  
Prospect Place, Bonham Rd.

## HONGKONG CLUB.

## NOTICE.

The Seventh Yearly Drawing of 20 Debentures (1920 issue—\$500. each) of the Hongkong Club, payable on Friday, the 30th September, 1

## CANADIAN SCOTTISH GATHERING.

HIGHLAND FESTIVAL NEXT MONTH.

With a hundred medals of gold, silver and bronze offered for supremacy in singing, dancing, games and piping, the Scottish communities in the Canadian west are looking forward with keen interest to the Highland Gathering and Scottish Music Festival which is being organized for September 3, 4 and 5 at Banff, and to which the Prince of Wales has given his patronage. Although there have been highly successful Scottish games held in various parts of Canada, these have been mostly of local interest and lasting a single day, but the Banff gathering is planned to last three days and will have a national character. Each of the seventeen Highland regiments in Canada has been authorized to send a piper to compete for the trophy for regimental piping offered by E. W. Beatty, President of the Canadian Pacific Railway. The rules for this competition have been drawn up by Colonel Alexander Fraser of Toronto, the leading authority on pipe music on this continent.

Many of the finest exponents of Highland dances in western Canada have intimated their intention of taking part, and the tourist capital of the Canadian Rockies will be ablaze with tartans. Tossing the caber, putting the shot, throwing the hammer, and all the games in which brawny Highlanders are expert will, of course, be conducted.

## Series of Concerts.

Supplementing these features will be series of concerts in the great ballroom of the Banff Springs Hotel for which several of the best known Scottish singers have been engaged. J. Campbell McInnes, famous for his rendering of border and Highland ballads, will be there with Miss Leanne Dusseau, who under her maiden name of Ruth Thom attracted the attention of Mary Garden by her beautiful interpretations of the old Scotch songs. Davidson Thompson, a resonant baritone of Minneapolis Symphony, and Ruth Mathewson, a fine contralto of the same city, will also be there. The Gaelic singers will be represented by the tenor, Norman Cameron, and by a group of folk singers from the Hebrides who has recently come to make their home in Canada.

The programme of Scottish music has been drawn up in historical sequence, commencing with old ballads of the fourteenth and fifteenth centuries, followed by groups of the periods of Mary Queen of Scots, the Stuarts and the Jacobites, followed by selections from the songs of Burns, Sir Walter Scott, Lady Nairne and Christopher North. The Hebridean music recently made popular by Marjorie Kennedy Fraser will also be featured.

In addition to these Scottish elements of games and music another Highland feature will be introduced, namely, folksongs and dances of the Highland tribes of Indians whose hunting grounds were from time immemorial in the neighbouring Canadian Pacific Rockies. These Indians will be gathered in a picturesque encampment, and with their treepies and variegated costumes will make the affair unique of its kind.

## AN ARCHDUKE'S TAUNT.

## MINISTER CHALLENGED TO A DUEL.

New York, July 23. The Los Angeles Examiner states that the Archduke Leopold of Austria, who, recently, with his secretary, arrived in California, has challenged Count László Széchenyi, the Hungarian Minister at Washington, to a duel. The secretary gives this account of the quarrel.

His Highness lost most of his money—how I am not permitted to say. He found himself financially embarrassed. I informed him that any loans to be made should be handled through the Minister, and that in this way we should not be taken for impostors. The Archduke conveyed to the Minister the information that he wished to arrange a loan from friends, in New York, to facilitate his return to Austria.

To this the Minister replied by telegram, saying: "I received your tactless telegram. You must say to your friends in New York that they must not send money to you through the Hungarian Legation."

The secretary explained that the word "tactless" meant indiscreet, and "that is a word unknown to the family of Hapsburgs."

So the Archduke telegraphed to the Minister telling him that before the war he was only a lackey

## SNAKE IN WOMAN'S FUR.

## MIDNIGHT WRIGGLES SCARE TWO SISTERS.

Recently a woman living at Purley purchased from a London shop new fur. A younger sister who lived with her borrowed it to wear one evening, and on returning home hung it behind the bedroom door. Later the fur was found lying on the floor.

Thinking her sister had been careless, the elder woman remonstrated with her, but was assured that the fur had been carefully hung on the door. The fur was then hung in the wardrobe, but next morning it again lay on the floor.

The two sisters became uneasy, and that night they hung the fur still more carefully on the bedroom door hooks. Next morning they were horrified to find it underneath the bed.

After a consultation the fur was taken back to the shop, where the queer story was received with incredulity. The firm, however, returned the article to the furriers who had supplied it.

An explanation of the uncanny movements of the fur came later in a letter from the furriers.

While handling the fur an assistant had noticed a curious twitching movement inside. He ripped open the lining and to his amazement, a live snake protruded its head.

The snake had lain dormant until aroused by the warmth of the woman's neck, and had evidently attempted to make its escape by violent wriggles which had shifted the fur across the bedroom.

As the fur was imported it is surmised that the snake got into it during the voyage.—*Daily News*.

of the Hapsburg family, adding: "I will say that duel can be arranged and I shall in your face my fighting glove."

The Archduke has now telephoned to Admiral Horthy, the Hungarian Regent, requesting funds to enable him to return to Hungary to fight Count Széchenyi there.



**Kills insects in the home**



Also removes disagreeable odors ... a clean smelling deodorant and insecticide.

Bale Agents:—  
CONNELL BROS CO.  
Bank of Canton Building  
Phones Central 758 & 176.

Obtainable at:—  
Colonial Dispensary, Queen's Dispensary,  
Wing On Co., Ltd., Sun Co., Ltd. and  
Bakilly Co.

**METALS**  
of all kinds especially for ship-building and engineering work.  
Complete stock. Best Terms.  
Immediate delivery.

**SINGON & CO.**  
ESTABLISHED A.D. 1880.

HING LUNG St.  
6 house Central ..... 515.

## WHITEAWAYS SALE

## DOLLAR DAY

EVERY DAY

MONDAY, AUGUST 29th to SATURDAY, SEPT. 3rd.

FINAL CLEARANCE OF ODDMENTS.

THOUSANDS OF DOLLAR BARGAINS FROM ALL DEPARTMENTS.

An exhaustive search has been made through all Departments, and the result has been that we have turned out a huge lot of Stock which we wish to clear before the end of our Sale, Saturday, September 3rd.

BE SURE YOU VISIT OUR STORE NEXT WEEK. YOU WILL FIND LOTS TO INTEREST YOU.

## DOLLAR BARGAINS

IN

LADIES' HATS

LADIES' HOSE

LADIES' VESTS

CHILDREN'S VESTS

GENT'S SOCKS

GENT'S TIES

GENT'S BRACES

GENT'S PIPES

CUSHIONS

TEA CLOTHS

TRAY CLOTHS

TOYS and GAMES

CROCKERY  
GLASSWARE  
HARDWARE  
CRETONNES

CUSHIONS  
TEA CLOTHS  
TRAY CLOTHS  
TOYS and GAMES

SEE SPECIAL DOLLAR WINDOWS.

## HALF-PRICE BARGAINS

For the final week we have thrown out a lot more bargains on our half-price tables

QUARTER PRICE BARGAINS. SPECIAL BARGAINS AT 50 Cts.

HAVE YOU HAD A DOLLAR SURPRISE PACKET?

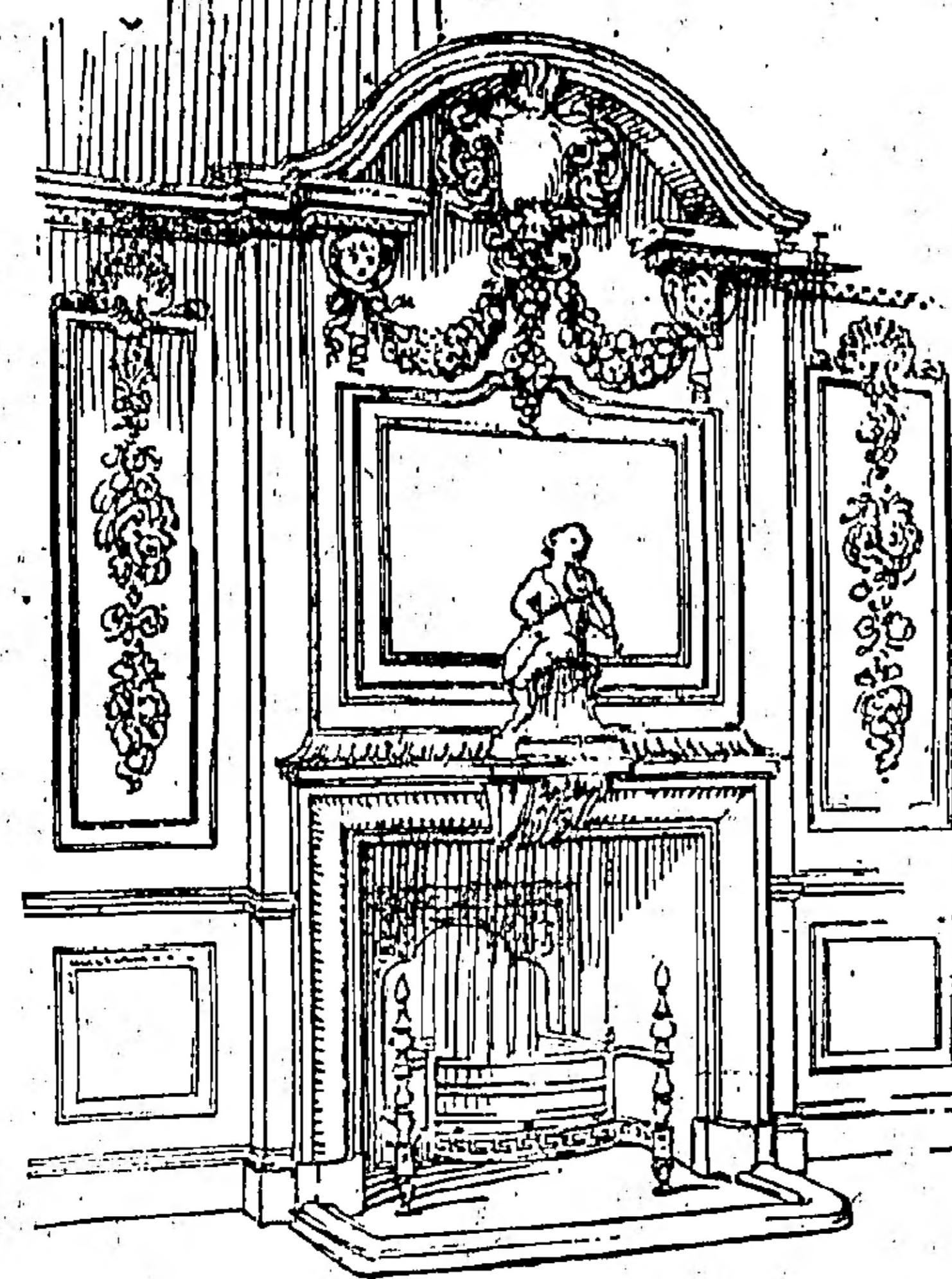
REMEMBER! SALE POSITIVELY ENDS ON SATURDAY, SEPTEMBER 3rd.

DO NOT MISS THE FINAL DAYS

## WHITEAWAYS

THE STORE FOR VALUE — HONGKONG.

# ARTS & CRAFTS SHANGHAI.



INTERIOR WOODWORK, MANTELPieces AND PANELLING.  
Executed in oak, or Mahogany, Imitation Stone, Real Stone, Marble,  
or Bronze.

ARCHITECTS COMMISSIONS FAITHFULLY REPRODUCED.

ARTS & CRAFTS LTD.

SHANGHAI.

# THOS. COOK & SON, LTD.

(INCORPORATED IN GREAT BRITAIN)



TRAVEL  
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PEDDER BUILDING, PEDDER STREET,  
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(Telegraphic Add: "Coupon"—Telephones C.524 & 525).

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A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of 168 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

THE FAR EASTERN TRAVELLERS GAZETTE

Obtainable on application.

HEAD OFFICE—BERKELEY ST., PICCADILLY, LONDON.

## SUN-BATHERS WHO ARE HEALTHY.

### DANGERS OF EXCESS.

Sun-bathing has now rightly

reached a high level of popularity as a pleasant pastime and powerful promoter of health.

Each year it claims an ever-increasing number of devotees, and every encouragement should be given to them. I strongly deprecate the imposition of any prudish restrictions, writes Sir Herbert Barker in the *Daily Mail*.

For many years I have spent considerable time in adding to my stock of personal experience in regard to heliotherapy, and like others who have closely studied this means of bettering one's well-being, I am absolutely convinced of its enormous therapeutic value.

The amazing results achieved in some of the most intractable of human maladies during recent years by great natural means of cure are too well known to need recapitulation, and my only purpose in writing this article for *The Daily Mail* is to give to those who are interested but perhaps unacquainted with the subject some hints for their benefit and guidance in this form of treatment.

To secure the maximum of good from the sun-bath the beneficial rays of the spectrum must not be interfered with by thick or dark attire, or by the interposition of glass. Thus open-air exposure to the solar influences and thin, white, and scanty apparel are essential.

The high rays are yellow and the chemical rays are violet, ultra-violet, and blue, and these are the most useful, because they are powerfully destructive to the patient. The red and infra-red are the heat rays.

It is the ultra-violet rays which are the most readily absorbed by the tissues, and which are therefore of the greatest value, for they kill not only surface bacteria but those more deeply situated. This destruction is brought about by the action of the sun's rays coagulating the albumen of the microbial protoplasm.

### Caution Advised.

I seriously impress upon the sun-bather the advisability of proceeding very gradually and with the greatest caution. In the case of delicate people the surveillance of a medical man should be regarded as absolutely necessary.

To begin with, and if the sun is very hot and there is no wind, a ten-minutes exposure, lying on the sand or elsewhere is sufficient. If the heat is not excessive and there is a breeze a longer period can safely be indulged in.

Each day, as the skin becomes more and more tanned, longer exposures may be made. The pigmentation prevents the absorption of the sometimes dangerous red rays, and yet allows the healing ultra-violet rays to pass into the system and do their beneficent work.

Always wear a hat, and if you are subject to sun-glow headache, darkened glasses as well. It is desirable to divide the time of the sun-bath to lying first on the back, than on the face, and lastly on the left and right sides. But too much of the sun in a prone position is not good for the average person. Quick walking, easy, springy running, and all kinds of exercises of a light kind are excellent, especially those which contract and relax all the muscles of the body.

## SUCKED INTO MOVING GRAIN.

### MAN SUFFOCATED IN A WAREHOUSE.

The story of a man being sucked into moving grain and being slowly suffocated despite a brave attempt at rescue by two of his mates, was told at a Wallasey inquest recently. The victim was a Birkenhead man named Owens, who was working as a foreman in discharging a cargo of grain into a warehouse on the quayside at Seacombe.

The grain was being sent down a shoot into the warehouse, where there were 250 tons 12 feet high, and then down a grid or to endless belts. On going round to get a rope Owens slipped and was sucked into the moving grain. He called out and two of his mates each seized a hand. They were both drawn in up to their waists, but they failed to rescue Owens, and he was slowly submerged before the machinery could be stopped. Only his hands remained visible. Twenty minutes elapsed before his dead body was recovered.

The jury found Owens was suffocated by misadventure, and recommended the flow of grain should be stopped when ropes were being repaired. It was stated this was the first fatality of the kind that had occurred at the grain warehouse.

## RAFFLES ACTIVE IN BELGRADE.

### ADVENTURE OF THE STOLEN TITLE-DEEDS.

Belgrade: There is now no longer any doubt that Mr. Hornung, as well as Mr. Conan Doyle, has conquered the Continent, for during the past ten days a thief has been at work in Belgrade, who can be no other than the gentleman crackman, Raffles, in a holiday mood.

M. Jovan Popovitch, formerly one of the leading diplomatic

representatives of the House of Montenegro, came to Belgrade about a month ago in order to settle the question of the liquidation of estates of the ex-Crown Prince of Montenegro. M. Popovitch took rooms in the Palace Hotel.

Returning to his suite one afternoon, he found the typical disorder which is the first symptom of a burglary. He rushed to an attache case which contained a number of valuables and money in cash; found it broken open like the other cases in the room—but the valuables intact. The thieves had only taken the papers with which he was entrusted, the Royal title-deeds, powers of attorney, etc.

The police failed to find any trace of the thieves, and M. Popovitch began to despair, when the second surprise came: the papers were returned to him at the hotel, by registered post, together with a polite letter apologising for any inconvenience the temporary absence of the documents might have caused.

M. Popovitch is alleged to be unable to see the joke, and the police are very reserved.

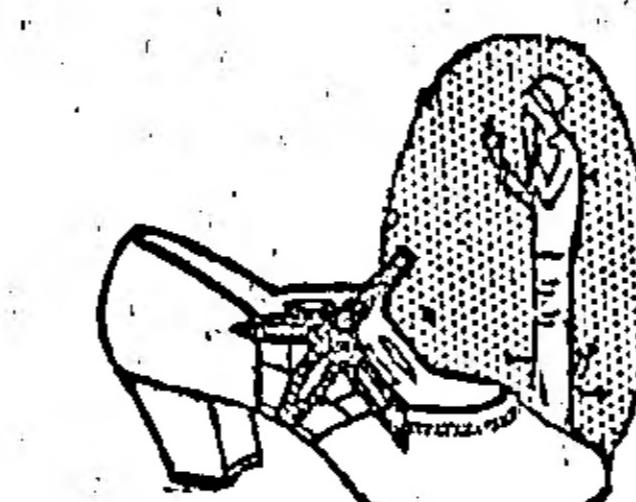
Sir Burton Chadwick stated in

Parliament that up to the present 44 applications for safeguarding of industries had been received. Fifteen had been referred to Committees, and in seven cases duties had been imposed. Of the remaining 29, 3 had been withdrawn or were in abeyance, 22 had been rejected without reference to a Committee, and 4 were pending. Sir Basil Petre asked if that was considered a satisfactory result. Sir Burton—Yes, I think on the whole it is satisfactory.

Established 1912.

## THE ROYAL SHOE STORE.

Ladies' Dancing and Walking Shoes.  
also Lizard Skin Shoes



MADE TO ORDER  
(Expert Fit and Good Workmanship.)

No. 1, D'Aguilar Street,  
Opposite Yee Sang Fat Co.  
Telephone Central 3237.

## "FOOT EASE" HOISERY

IF you want BETTER Chinese Silk Stockings—Here they are!

Exceptionally delicate silk fabric that counts for beauty and comfort.

Full-fashioned to give perfect fit and most becoming style.

Popular shades of Champagne, Peach Natural, etc.

Maximum wear.

A revelation of advancement in Chinese silk hosiery work.

TRY A PAIR!

The Sincere Co., Ltd.  
HABERDASHERY DEPT.

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MEDALS!**

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of great age

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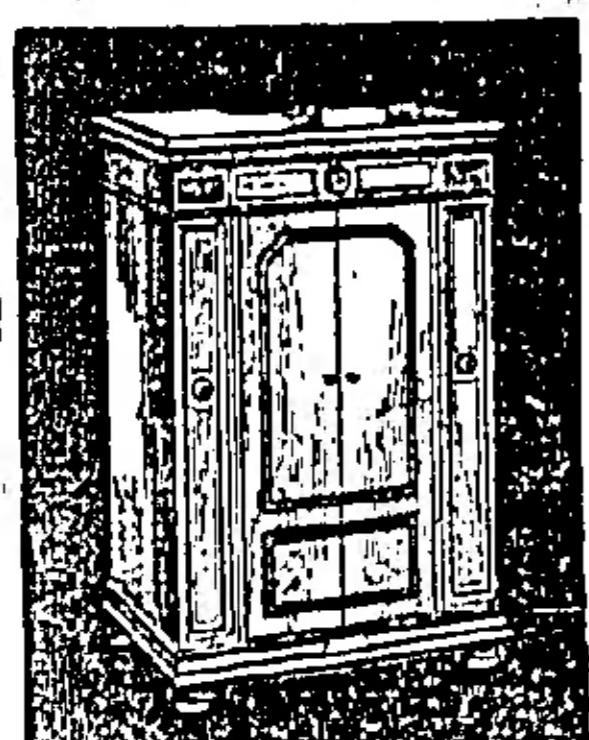
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WINE & SPIRIT MERCHANTS.

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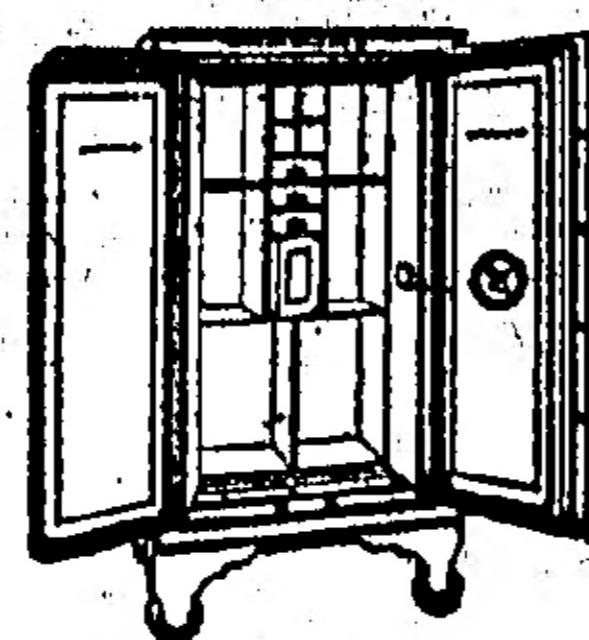


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HAVE SUCCEEDED IN PRO-  
DUCING A SHOE THAT IS STRONG  
YET SO FLEXIBLE THAT IT CON-  
FORMS TO THE SLIGHTEST MOVE-  
MENT—CALL AND EXPERIENCE  
THE EASE THEY GIVE.

**\$19.50**  
Per Pair.

**FLEXIBLE  
AS A  
RAPIER**  
THEY NEVER CREAK!  
IN EITHER  
BLACK OR BROWN

**LANE, CRAWFORD LTD.**  
MEN'S SHOE STYLISTS.



#### AVOID RISKS

from fire and burglary,  
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HERRING-HALL-  
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We carry in stock a  
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Offices and the Home,  
and inspection is cor-  
dially invited.

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and burglary.

#### Mustard & Co., Ltd.

Incorporated under the Companies  
Ordinance, Hongkong.

Alexandra Buildings,  
Des Voeux Road Central.

#### DEATHS.

**ROZARIO.**—At her residence 4, St. Joseph's Terrace, Petronilla Maria, on Friday, 26th August, at 7 p.m. Funeral will pass the Monument to day, at 5.30 p.m.

**PARKER.**—Suddenly in Hongkong, on the 25th August, Broughton Parker, Aged 42, 2nd Engineer, Hongkong Caution & Macao Steamboat Co. Ltd.

#### The Hongkong Telegraph.

SATURDAY, AUGUST 27, 1927.

#### THE "TREATY PORT MIND."

There appears to be growing up, among foreign residents in Hongkong and the Treaty Ports of China, an anti-Chinese feeling. Perhaps it is inevitable that, in face of all that has happened during the past two years, there should be some such reaction among those against whom the Chinese have railed so much and often. Incidents have occurred in which foreigners have been scandalously treated, and it is possibly only natural that many foreigners should entertain a "grouse" against the perpetrators of those incidents. Every foreigner would probably assert that he is a friend of the Chinese, would like to see them progress and settle down and all that sort of thing, yet in his everyday attitude, sometimes unconsciously, he is very antagonistic. What has been termed the "Treaty Port outlook" is a very real and dangerous thing, and we like to warn against it. We are as sincere as any in our condemnation of all the wrong and futile happenings of the past, and we keenly realise the sad absence of good and honest motives among so many of those leaders who are struggling for power in China to-day. But we would like to protest against the endless "nagging," moralising, preaching, and condemning indulged in by most foreigners in the Far East to-day. It is a cult that is lending Chinese and foreigners wider apart, and only prolonging an unfortunate estrangement.

Perhaps nowhere else in China is this very negative outlook so widespread and articulate as it is in Shanghai. There the people—and especially some of the newspaper writers—have allowed the more recent past to overshadow their whole outlook towards China, so to circumscribe their vision that they cannot see beyond the Settlement boundaries or the horizon of the day. Depreciative adjectives abound in most re-

ferences to native political movements, and especially against the Nationalists, is this provocative attitude most apparent. Possibly, the Nanking, Canton and Hankow regimes have within them much that is undesirable, but we ask,

"What possible good can come of continually telling them that they are no good at all?" Shanghai has done little else but condemn and criticise for months past, and we often wonder whether Shanghai knows what it wants or how to get it. Some little time ago, one of the leading writers in Shanghai was very angry because a correspondent of the *Manchester Guardian* dared to accuse Shanghai of having the "Treaty Port outlook," and the Shanghai publicist almost went so far (if our memory serves us aright) as to deny the existence of such an outlook. We can assure him that here in Hongkong, where those who care can take a more or less detached view of what is happening in and around Shanghai and along the Yangtze, there are many who regret the continual irritation and pin-pricks which are administered by Shanghai's leading foreigners to all Chinese political endeavour. That little or nothing good has been done for years, nor can be done by the bunch of political and military scoundrels" now in charge of things, is a typical outlook—and a very regrettable one. We have in common with others had to criticise much in China during the past year or so, but we have

realised and tried to steer clear of the danger of getting into an implacably critical and hostile frame of mind. And we suggest that if many foreigners here and in Shanghai and in the whole of the Treaty Ports indulged in a little serious introspection and self-examination to-day, they would have to confess to having drifted into an attitude of continuously condemnatory criticism. There is much danger in that attitude, and we invite a personal and serious examination of it.

#### The Indianisation Question.

The matter of the Indianisation of the Indian Army is bound up with the gradual Indianisation of the Government of that portion of the Empire, which was decided upon some years ago as part of the self-government scheme which came as a reply to the request of the inhabitants of the country. The extremists went so far as to introduce the notorious non-co-operation agitation, which did so much harm; stirred up so much ill-feeling, and threatened to wreck the constitutional government of the land. However, the Raj as the Indian Government is termed, by a policy of great diplomacy, averted an issue which agitators of all shades had seized upon for their own ends, and to-day non-co-operation is largely discredited, and its fountain-head, Gandhi, the man who just five years ago had risen in the estimation of his followers to the position of a Mahatma, or saint, is little heard of. So, wise control is succeeding, where either harsh measures or weak surrender would have been disastrous. But the Indianisation of the Services in the country, whether civil or military, essentially visualises a certain amount of British participation. It is said by the critics of the plan, the die-hards of the old school, that the new system is bringing the administration to a lower level than hitherto, in the way of efficiency, chiefly because the fine type of Briton who was to be found in the Government service is no longer attracted. The real Sahib, they declare, is growing rarer. That view is probably a prejudiced one, yet has its suggestion of justification. Whatever the civil administration may become in time, however, is more a domestic matter: what is of greater concern is the Indianisation of the Army in India, which involves the granting of unconditional commission rank to selected Indians after a full course of training on a par with that given at Sandhurst to the infantry officer of the British army. A committee has sat and issued a report. Briefly, it was not a particularly encouraging one, doubting whether all the higher ranks should be entirely Indian, and recommending the retention of a certain number of British officers. It is also doubted whether, in just a few years, a training school can be established in the country on an exact par with the English Sandhurst. It appears that there

#### DAY BY DAY.

ACCEPT YOUR LIMITATIONS. SEIZE  
YOUR OPPORTUNITY. ENJOY THE  
GOOD OF THE HOUR. IMPROVE THE  
BAD. AND, IF YOU CAN'T, LET IT DROP.  
—J. S. Blackie.

An Annamite cook-boy, employed by Mr. Tremouillet at Pokfulum, died suddenly last night. The body was taken to the Mortuary.

A gold bracelet, valued at \$70, the property of Mrs. A. C. Petersen, was stolen from her residence at No. 8, King's Park Building, yesterday.

An amendment has been made in the regulations governing hawkers by which Wong Nei Chung Road is added to the list of roads in which hawkers' cries are prohibited.

Various articles and money, amounting in value to \$41.50, are reported to the police as having been stolen from the residence of Mr. Baptista at No. 6 Hart Avenue.

Apart from the information that the two parties concerned in the C.N.C. dispute were still in touch with each other at Shanghai, there were no further developments in the situation to-day.

A battalion of the Bedfords and Hertfordshire left Shanghai last Sunday by the Blue Funnel transport *Hermes* for Weihaiwei for the purpose of taking a summer holiday.

Besides an exciting drama of railway pioneering called "Whispering Smith," the programme at the Queen's Theatre to-morrow will offer an additional attraction in the latest *Felix* comedy, "Felix Kept on Walking," a picture which will delight all who enjoy the quaint antics of this famous "cat."

A would-be suicide, a Chinese, who said that he was unemployed, was taken from the harbour into which he had thrown himself from the Praya wall at Kennedy Town yesterday. Questioned, the man said he had wanted to go to Singapore but was without the necessary funds.

To-day sees the final run of three interesting pictures, namely "Sandy," at the Queen's Theatre, with Madge Bellamy as a young girl who defies convention in her search for thrills; "Captain Blood" at the World Theatre with J. Warren Kerrigan as the hero of Rafael Sabatini's famous romance of the Spanish Main; and "Dance Madness" at the Star Theatre with Conrad Nagel and Claire Windsor as the central figures in a very witty story.

The Indianisation Question.

The Health Bulletin of Far Eastern Ports for last week, issued yesterday by the Principal Civil Medical Officer, contains the following cases: Plague, Bombay 4, Rangoon and Bassein 3 each and Singapore 1; Cholera, Basrah 99, Calcutta and Shanghai 12 each, Amoy 6, Bombay and Nagapatan 3 each, Haiphong 2, and Bangkok, Tourane and Macau 1 each; Small-pox, Bombay and Bandjermasin 5 each, Nagapatan and Rangoon 2 each, and Bassein, Saigon, and Nagasaki 1 each.

#### EXCHANGE RATES.

Paris	124
New York	4867/32
Brussels	84.92
Geneva	25.21
Amsterdam	12.136
Milan	89.35
Berlin	20.43
Stockholm	18.11
Copenhagen	18.15
Oslo	18.71
Vienna	34.495
Prague	164
Helsingfors	193%
Madrid	28.84%
Lisbon	2.7/10
Athens	.8712
Bucharest	.795
Rio	5.27/32
Buenos Aires	.477
Bombay	1/5%
Shanghai	2/54
Hongkong	1/11%
Yokohama	1/11%
Silver (spot and forward)	.264
	British Wireless.

is a section of Indian politicians who desire to see the idea hurried on, while the Government in India prefers to "hasten slowly." As cabled yesterday, Sir William Birdwood, the head of the army in the country, and the familiar "Birdie" of Australasian war memory, has emphasised the necessity for efficiency, whatever changes be made. The matter is one of the greatest import, involving as it does the defence of India and the maintenance of orderly government among the many races and varying creeds. It is as well, therefore, that the Commander-in-Chief should sound a note of warning against too eager alterations at the very commencement of a delicate transition period.

#### SOME SOVIET SOUVENIRS.

The Leningrad Museum of the Revolution.

revolutionary movement during most of the nineteenth century. An industrial working class only began to emerge in Russia late in the nineteenth century, when the street societies "Zemlya i Volya" and "Narodnaya Volya," small in numbers but strong in courage and resourcefulness, fought the Tsar and his secret police with every means at their command. There are, among many relics, copies of Herzen's paper, *Kolokol* (The Bell), which was published abroad and smuggled into Russia; copies of the paper, *Zemlya i Volya* (Land and Liberty), published by the revolutionaries in the teeth of the Tsarist prohibitions.

There are many pictures of these revolutionaries, and one sees faces which it is difficult to forget. At the same time one senses something of the inevitable failure and tragedy of this small group of idealistic educated people, lacking any effective connexion with the dark Russian masses, and vainly beating against the stone walls of the autocracy.

With the exhibition for the year 1905 we see at last a popular revolutionary movement. The peasant uprising, especially in the southern and eastern provinces of European Russia, shook the very pillars of the Tsarist state edifice by their revolts in the seventeenth and eighteenth centuries. But these uprisings suffered the general fate of peasant revolts in the Middle Ages; they were too elemental, too unorganized and undisciplined to overthrow the centralized power of the state. The final reckoning of the Russian peasant with his hereditary enemy, the landlord, only came in 1917.

One leaves the room with its memorials of the peasant revolts and enters the room of the Decembrists. There is a strong contrast between the figure of Pugachev with matted beard and peasant costume and the uniformed pictures of the Decembrists, that group of young army officials who attempted to take advantage of the confusion about the succession to the throne in 1825 and overthrow the autocracy.

Many of them had been in France at the time of the Napoleonic Wars and had brought back to dark Asia, Russia the French revolutionary ideals of liberty and equality. In the Decembrists one sees the heralds of a new revolutionary type; the idealistic intellectual, who rebels not so much from a sense of personal grievance as from a moral conviction that the old regime is bad and intolerable. It is this idealistic intelligentsia that dominates the Russian revolution.

#### PROMINENT INDIANS UNDER ARREST.

#### FOLLOWING A BANK FAILURE.

Calcutta, Aug. 26.

Mr. B. K. Lahiri, a member of the Bengal Legislative Council and former managing director of the Bengal Lakshmi cotton mills, and a director of the Bengal National Bank, which recently closed its doors and was compulsorily liquidated, has been arrested on a charge arising from transactions relating to cotton mills.

Mr. B. N. Bannerjee, the managing director of the Bengal National Bank and a director of the Lakshmi cotton mills, has surrendered to the police in connexion with a warrant on a similar charge.—Reuter.

#### THE RHINELAND ARMIES.

#### A FRANCO-BRITISH AGREEMENT.

Paris, Aug. 26.

The Cabinet Council has despatched a Note from Britain on the reduction of the Allied armies in the Rhineland, and at the conclusion of the meeting M. Briand announced that the British and French Government had virtually reached an agreement on the subject.—Reuter.

#### EARTHQUAKE IN CALIFORNIA.

#### NO DAMAGE SUFFERED.

Santa Barbara, Aug. 26.

Two sharp earthquake shocks were felt this morning at this Californian town.

The citizens ran into the streets in alarm, but there was no damage suffered.—Reuter's American Service.

#### ARGENTINE GOLD EXCHANGE.

STABILISING THE PAPER PESO.

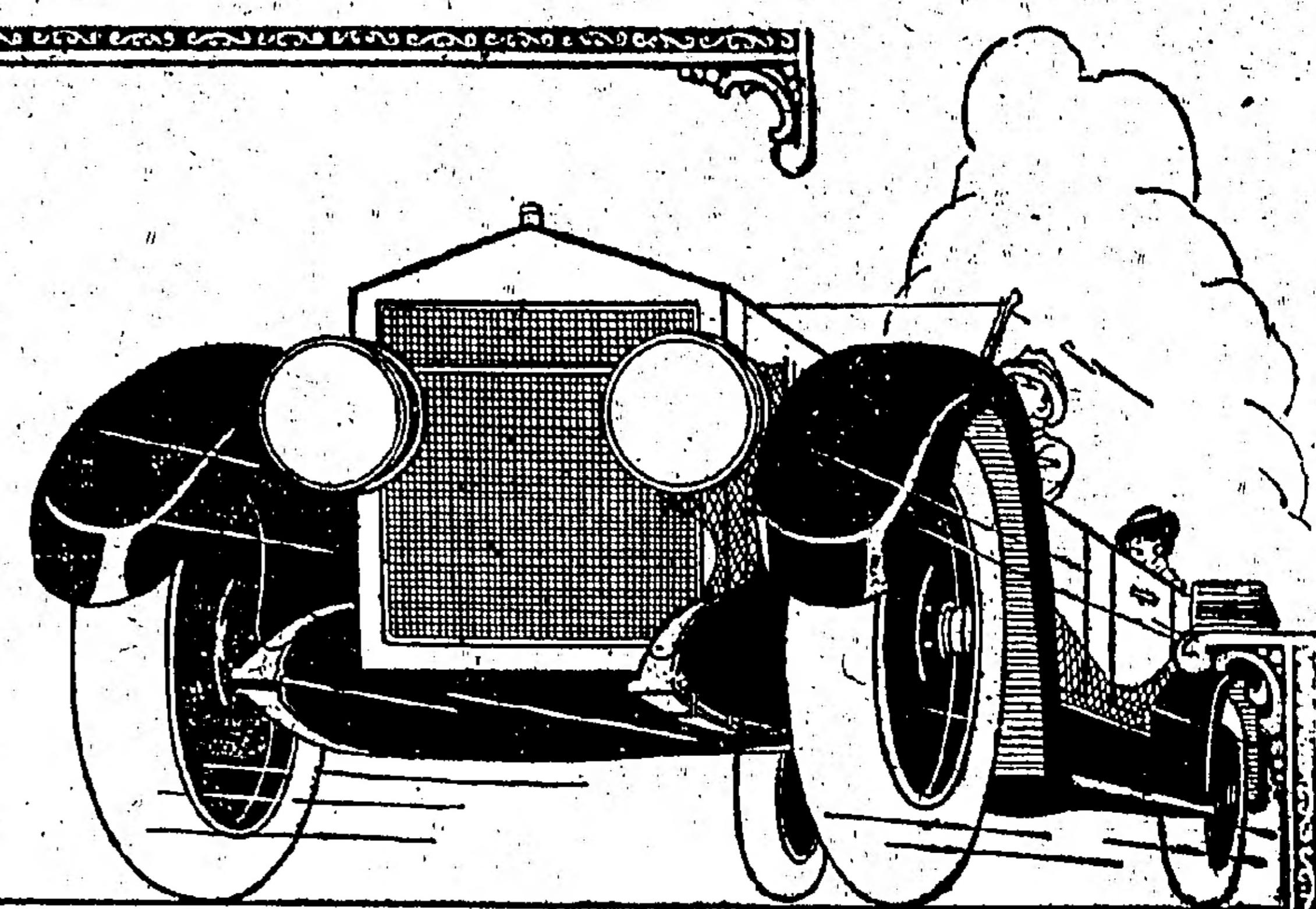
Buenos Aires, Aug. 26. A Presidential decree reopens the conversion office for gold currency, which closed down in 1914.

Thus the paper peso is again convertible into 44 centavos gold.—Reuter's American Service.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, 27th AUGUST, 1927.

*Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.*



## CURRENT COMMENT

### Motor Taxis.

Same rumour has been quite busy recently concerning promotion of another taxi-cab company, but although there is no likelihood of taxis appearing as soon as some people assert, we have it on good authority that official application has been made, but that so far, the necessary permission has been withheld. We feel sure that there is a wide demand for such vehicles, and they will doubtless be provided in the future. In the meantime, the authorities appear to be carefully investigating the matter, and we trust that these investigations will not be unduly delayed.

### Public Vehicles.

Although the present public hire vehicles, to a certain extent, take the place of the taxis, there is constant complaining on the part of passengers regarding the varying fares charged. There are times when the drivers do hold out for extortionate rates, and the need for a definite scale of rates appears to be clearly established. It has been suggested that taxi-meters should be fixed to all such cars, but we do not think this suggestion quite fair to some of the larger vehicles, which obviously cost more to run than do the smaller cars. It would, however, be possible to draw up a scale of charges covering both four and seven seater cars. Such provision would eliminate the possibility of profiteering, thus earning the appreciation of people who have frequent need of a hired vehicle.

### Very Foolish.

The lady driver ascending the Peak the other day, was very foolish to take Magazine Gap on the right of the white line. As it is, the corner is a blind one, and had another vehicle been descending at that particular moment, a serious—possibly fatal accident, would have resulted. Woman's intuition may be mysteriously faithful in some of life's aspects, but we hesitate to place reliance in it when it attempts to see into the immediate future of a blind corner.

### NOISY MOTORISTS.

### AFTER RECORDS.

#### Six-wheeled Car.

#### STEERING FROM REAR.

Sir W. Joynson-Hicks, the Home Secretary, informed Sir R. Thomas (Lib., Anglesey) in the House of Commons recently that in the first six months of this year there were more than 5,700 prosecutions in the Metropolitan Police District against motorists for not effectively silencing their machines.

Sir R. Thomas: Is the Home Secretary not aware that these internal screeching motor syrens are causing intense mental anguish to hundreds of patients in our nursing homes in London, even to the extent of causing some of their deaths, and does he not realise it is time for him to take some drastic action?

The Home Secretary: I do not know what other drastic action I can take than the prosecution of 5,700 in six months.—Ex.

### THE WHEEL.

Six-wheeled motor buses are now running in London, and an engineering company in Czechoslovakia has patented a 12-wheel motor vehicle.

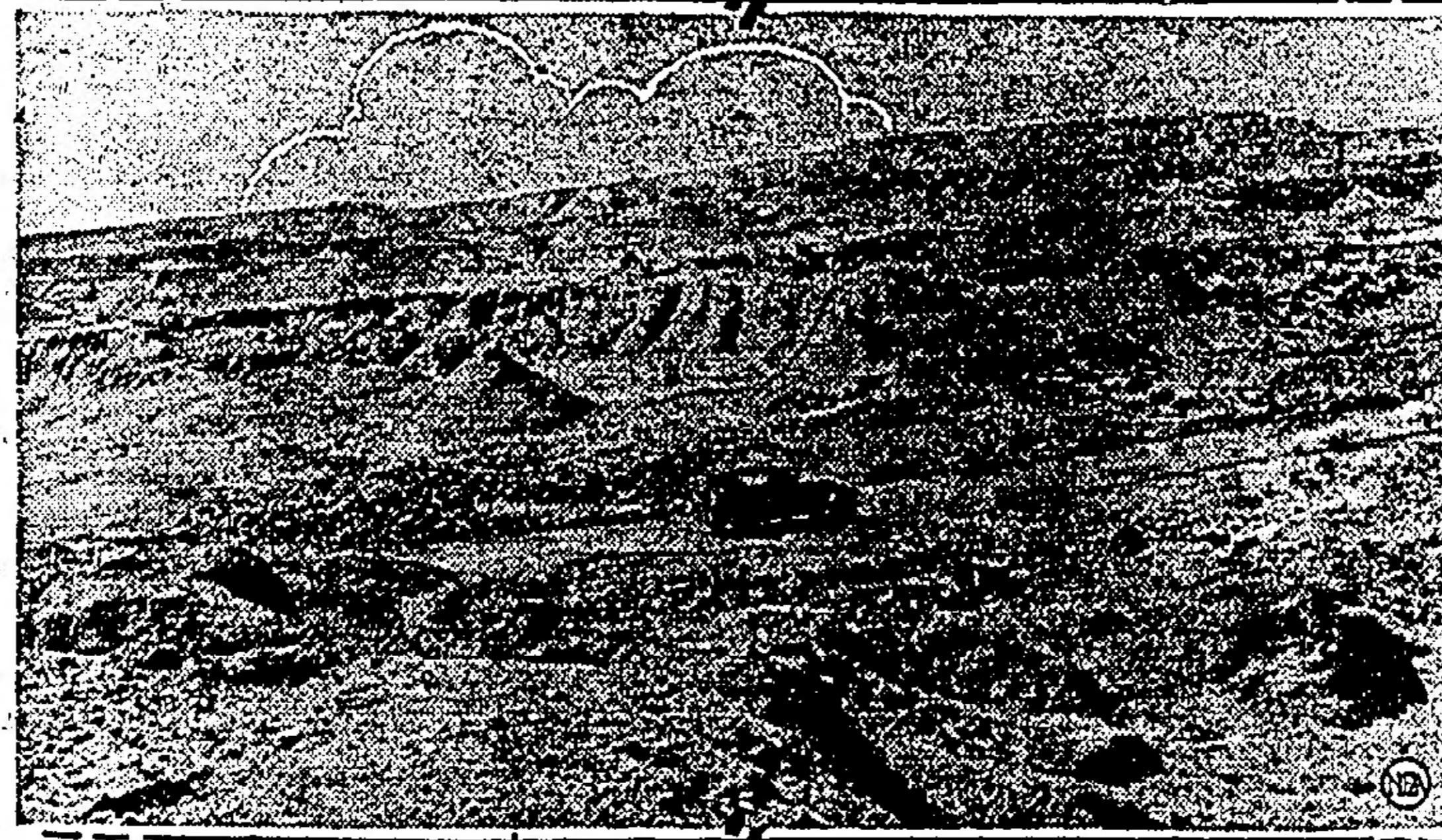
I wonder did that long-dead apeman hairy. Who felt a round log turn beneath his heel. And watched it roll away, amazed and wary. Forsooth that he had given us the wheel. The wheel that ground with greaves his heel; for ages. Behind the slave's or oxen's plodding heel; The wheel that wrote new words on history's page. In its hot swoops which made the spearmen reel. The wheel that gave the first effuse to the gash. What round the Coliseum chariot sped; That bore the tolling ambulance's scrabble. O'er pitted roads, beneath a cross of iron. That made the coaching days of Morris England. And now is heard above the cloud-banks dim.

(Byron Sun.)

The "pro" that helps the bird-like men a-wing land. Is just the spinning spokes without the rim. The cities are the need for rush and fuss still grows worse. The world cries "Take me off my feet." And sighs for when the centipede bus will, On fifty wheels, run daily down the street. The wheel the bullocky has whipped with curses. When loads of wool were mired and missed the sale. The only thing I can imagine worse is the large, round, graceful contours of a new, thick-treaded, luxurious balloon tire mounted on a wheel. The wheel is about the base, across the roadway, punctured on an unimportant nail. —LA TIRE.

## A NINETY MILLION DOLLAR HIGHWAY.

A Tribute to the Popularity of Motor Transport.  
(Special to *The Hongkong Telegraph*.)



Even across the wastes of Wyoming, the Lincoln Highway leads the tourist over well-paved roads on the shortest cut to the west.

Detroit, July 16.—The popular entrance to the west is by way of the Lincoln Highway.

This is the road that thousands of tourists have been taking each year, from the time it was first opened up as a complete cross-country highway in 1913. Now, brought up to the latest in road construction, it comprises a \$90,000,000 investment for the benefit of tourists who would take the shortest and easiest route to the west.

By this route we get ready access to the Rocky Mountains, the Yellowstone and Yosemite national parks, and avoid the heat of the Mojave Desert besides the late opening and early closing Sierra passes of the northwest.

Back in 1903, Tom Fetch stepped into his one-cylinder Packard and, directed by Union Pacific railroad map and a compass, got to New York along what was to become the Lincoln Highway, in 53 days. A few days ago, L. B. Miller of San Francisco made the same trip on the improved Lincoln Highway in three and one-fourth days.

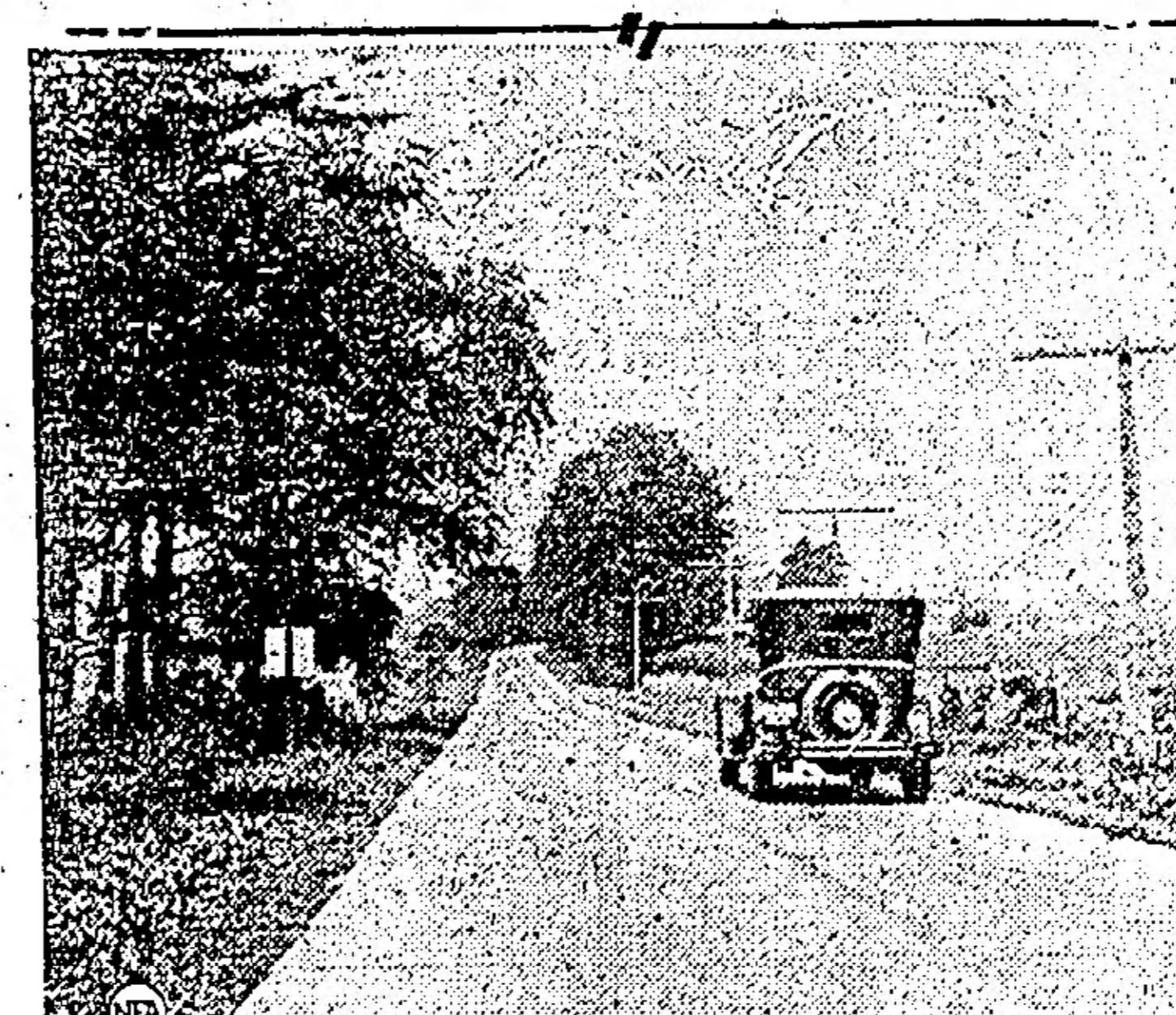
Short Stretch Unpaved.

This testifies to the quality of this transcontinental road. Only 41 out of its 3331.5 miles from New York to San Francisco are still unimproved.

This stretch is in Utah. When the weather is favourable, it can be negotiated as easily as any other part of the highway. But during unfavourable weather, many tourists turn to the Oregon Trail at Granger, avoiding this stretch, and reach the coast.

At present, in addition to this stretch there's a detour in eastern Iowa, which is also of dirt and impossible when wet. The Lincoln Highway here is under paving construction. The detour begins at Elgin, Ill., over a good road until it strikes Iowa. The entire route is marked.

The rest of the road is well kept and easy of negotiation. Most of the eastern part of the Lincoln Highway, as far as Chicago and a little beyond, consists of concrete, macadam and brick, wide and comfortable for travel. Farther west gravel road is struck, this is mostly graded and almost as good for touring as the concrete of the east.



Typical of the eastern part of the Lincoln Highway is the concrete outside of Geneva, Ill.

### Millions Spent on It.

Last year, the various states and the federal government spent \$17,000,000 on the Lincoln Highway, more than \$15,000,000 of it being for new construction. The result is that more than 98 per cent. of the highway is improved.

The highway leaves New York and crosses New Jersey to Philadelphia, where it turns westward to Pittsburgh, a total distance of 374 miles. From Pittsburgh it cuts across Ohio, through Canton, Mansfield and Van Wert, and goes on to South Bend, Ind.

Here a good concrete road takes

its part in the Lincoln Highway around the south bend of Lake Michigan and on to Clinton, Iowa. It is the last part of this stretch that must be detoured over rather poor road, which should not be attempted in wet weather.

The rest of the road is well kept and easy of negotiation. Most of the eastern part of the Lincoln Highway, as far as Chicago and a little beyond, consists of concrete, macadam and brick, wide and comfortable for travel. Farther west gravel road is struck, this is mostly graded and almost as good for touring as the concrete of the east.

There are two more dirt detours past Clinton, Ia., on the way to Council Bluffs, but these are short and the rest of the way is good concrete or gravel. The dirt road is well graded and dragged, and dries quickly after a rain.

### Gravel in West.

The route now goes on through Nebraska, past Omaha and on to Cheyenne, Wyo., mostly on well graded gravel. The Wyoming stretch is good, smooth and dry, and the rest of the way on to Salt Lake City is good gravel.

From Salt Lake City, the road goes on to Ely, Nev., and includes the only unimproved section between Orr's Ranch and the Goodyear section. The Goodyear Section crosses the Great Salt Lake Desert for a distance of 17 miles, is well graded and dragged, and makes a comfortable journey to Ely.

Fallon, Nev., 266 miles farther, offers a choice of road, either by way of Lake Tahoe to Sacramento, or by the longer northerly route through Reno, past Donner Lake and Truckee, Calif., also to Sacramento. The shorter route, however, is the better for travel and brings the motorist into one of the most beautiful regions of the west.

The rest of the way to San Francisco is well paved over a clear stretch of 119 miles.

### ROADS FREED OF GLASS.

The Detroit Automobile Club is saving quite a few punctures for Detroit's motorists. The club's "glass patrol" gathers broken glass off the streets after accidents. In three months the patrol figures it has picked up four tons of glass.

### KEEP LIGHTS ON.

The Minnesota state supreme court has just decided that parking without lights at night renders the owner liable if injury results from a collision. By this ruling, the driver of a car running into a truck without warning light on it, recovered damages of the car in case of theft.

### FREE AUTO INSURANCE.

Purchasers of one type of automobile in America get free accident insurance policies. This is in addition to a loss-of-use policy paying an owner \$5 a day, for every day the owner is deprived of the car in case of theft.

## GOOD NEWS

WE HAVE PLEASURE IN ANNOUNCING THAT THE 1298 HARLEY-DAVIDSON MOTOR CYCLES ARE DUE HERE ON SEPTEMBER 26th, SO WHY GET A 1927 MODEL WHEN YOU CAN SECURE A 1928 NEXT MONTH?

Many Improvements.

For further details telephone K. 1242.

## THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

### Lubricating Guesses Steal Engine Power.

Have you ever said, "Motors are so perfect nowadays that it doesn't matter much what oil I use!"

Or, "I drain off the old oil every thousand miles so I'm protected even if I don't use Mobiloil."

These are lubricating guesses. And they are wrong!

It is true that motorcar engines are better in design construction and materials than they were five years ago.

But—high speeds are more common. In some cars the pistons travel up and down twice as fast as they did in the 1922 models.

That means twice as many chance for dangerous friction—twice as much possible wear to prevent—twice as much need for correct lubrication.

You cannot afford to guess when it comes to lubrication.

Your oil must be correct in body to fit the needs of your engine. The quality cannot be too high. And frequent draining must be a part of the programme in scientific and economical lubrication.

Mobiloil users have had too much experience with Mobiloil to risk guess work lubrication with ordinary oils.

**Mobiloil**  
*Make the chart your guide!*

**VACUUM OIL CO.**

## For Any Need Or Any Road

WHEREVER the need is felt for a thoroughly serviceable all purpose Light car there you will find the Austin Seven. No other car in the world can do the same job for so little an outlay. Every time you turn your head you see an Austin Seven. They have replaced many big cars—but no big cars have replaced them.

The Austin Seven is the only car in Hongkong that has a resale in 1 hour's notice. Whether new or three years old. When you buy an Austin 7 you buy an automobile, not a toy.

JOIN THE RANKS OF AUSTIN ENTHUSIASTS TO-DAY, by paying the few dollars which bring one of these famous little machines to your door. Balance to suit *YOU*. What could be fairer? Stocks carried.

Terms to suit.

ALEX. ROSS & Co. (China), Ltd.  
Prince's Building. 2 floor—Ice House St. Entrance.

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INSURANCE CO LTD  
Incorporated in England  
(Under the auspices of the Automobile Association)

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MOTOR CYCLES

Model S27 2.93 h.p. O.H.V.  
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Model B27 2.49 h.p. De Lux

Our economical handling cost, complete stock of spare parts, and efficient service ensure complete satisfaction to every B.S.A. rider.

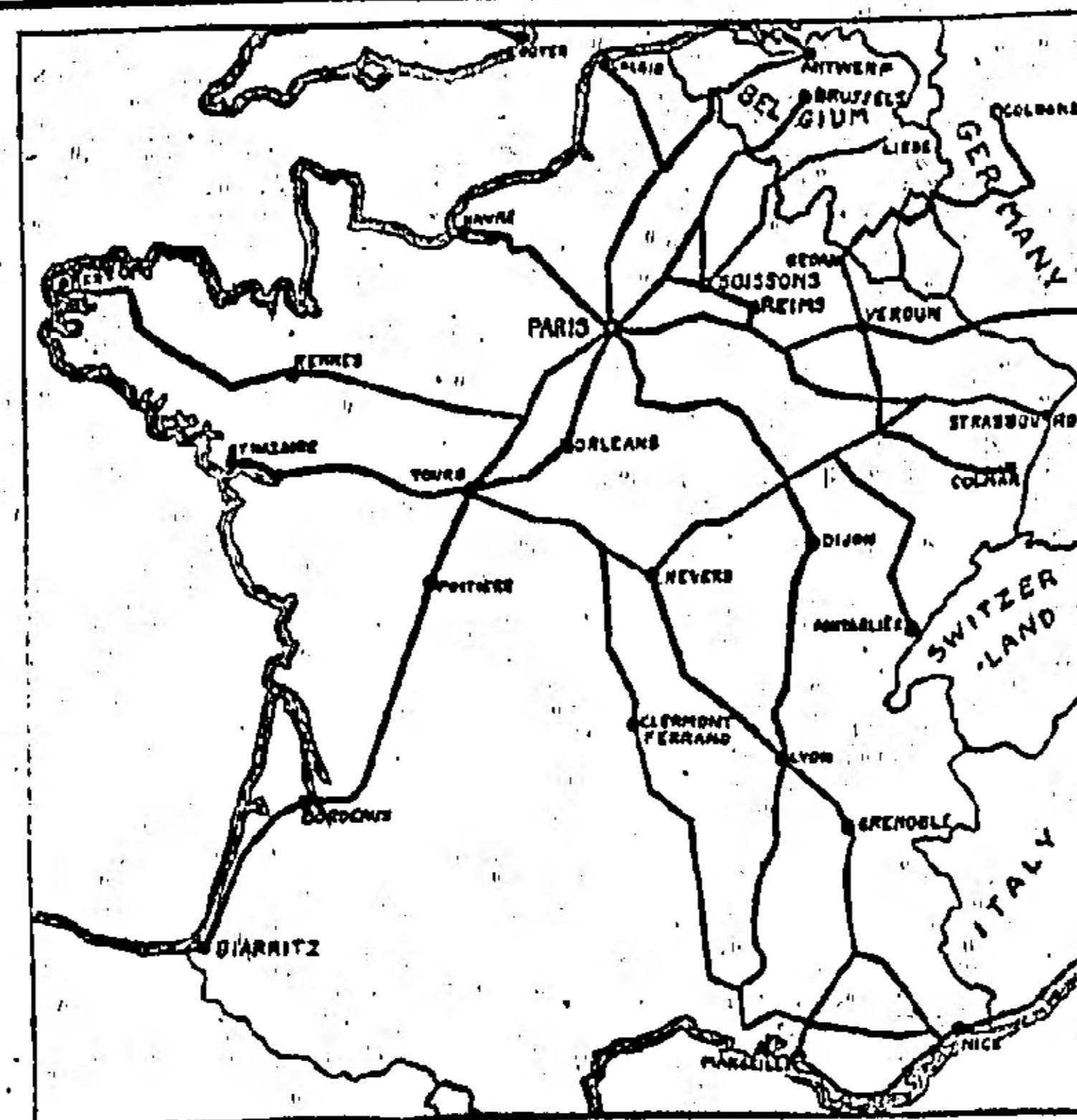
Lead the way on a B.S.A.

Sole Agents:

**THE SINCERE CO., LTD.**

## TOURING MADE EASY.

### Shipping Companies Assist Motorists.



Map shows roads of France that will take many motorists over the battle areas and to the famous resorts.

New York, July 23rd.—When a tourist goes abroad this year, and henceforth, he may take his automobile along as he does his hand-bags.

That is one big reason why thousands of Americans have been touring Europe in their own machines, enjoying the wayside scenes that had not been revealed to them otherwise.

Another reason is the little attention they have to pay to their cars or to the many and intricate arrangements that have to be made for touring in England, France and the other continental countries. The great shipping concerns are doing that now.

The International Merchantile Marine Company, for instance, goes to the extent of taking the car from the tourist at the dock and delivering it abroad, not only as it was brought to the American pier, but with all the necessary papers, licenses and other "passes" required of foreigners touring Europe. In addition, the company, as well as others, furnishes its tourist passengers with road maps and other touring information of the countries they expect to visit.

An entire itinerary of travel may be arranged for tourists by the shipping concern.

It is this ease of European travel that may entice many an American motorist to the Paris convention in September, with his car as part of his "personal baggage." But even if he doesn't have his car with him, he will be interested in French highways when he takes any of the various buses that will traverse the familiar battle fields.

For those who do take their autos with them, their cares are over when they leave the cars at the New York docks. Here each car is drained of its oil and gasoline and loaded into the hold of the liner, without crating, just as is the passenger's personal baggage.

While passenger and car are sailing over the Atlantic, the company agents in England or France are making arrangements for their reception there. On arrival, the tourist is greeted with an international driver's pass, which permits him through all continental countries.

Customs Bond Demanded.

There is also "carnet de passage," which represents the duty imposed on the car if it is kept in any country over a year, and for which a bond covering this duty has to be furnished by the passenger. The money is returned on arrival in the United States.

For France, also, tourists get a "laissez passer" for which a tax of 10 francs a day is required.

### AUXILIARY MOTORS.

#### A Novel Sailing Yacht.

A very unusual installation has recently been completed on the Thames in a 46ft. yacht. The engine, an Ailsa Craig 4 cylinder 20-24 h.p. overhead valve unit made by the Ailsa Craig Motor Co., of Strand-on-the-Green, Chiswick, London, has been installed in the boat with the aft end of the engine facing forward, the tail shaft being so placed that it runs back underneath the engine, which drives it by means of a silent chain and reduction gear. By this means it has been possible to fit a motor of the required power into the limited space available, amounting to an area of only 4ft. 1ft. 6in. The fact that it has proved entirely satisfactory shows how wonderfully adaptable the Ailsa Craig engine is to the most exacting conditions, a fact which accounts for their world-wide popularity among yachtsmen.

### FLOATING GARAGE.

#### Liner's Car Deck.

#### ENCOURAGING TOURISTS.

Garage space for 60 cars.

That is the latest convenience on that floating hotel, the Ile de France, which the French Line Steamship Company has just put on the Atlantic run from Cherbourg to New York.

Two other liners of the same fleet each can carry 50 cars in their holds.

All this is for the convenience of American tourists visiting France who wish to take their cars with them and see Europe a-wheel.

Special holds have been designed as garages. Each car is lashed to four columns, so that it cannot run wild in rough weather.

That the practice is appreciated by American tourists is proved by the fact that the 150 shipped in 1928 had grown to 700 last year, and is expected to be at least 1,500 this year.

### CHEMISTS' WORK.

#### Assists Motor Trade.

Chemists of the United States will tell the motoring world how really important they are in the making of automobiles, when they convene at Detroit on September 6. It will be the 74th meeting of the American Chemical Society, and will be devoted entirely to chemistry's contributions to automotive transportation.

That it is an immense contribution is brought out by the statement of Erle M. Billings of Rochester, N. Y., secretary of the society's industrial division.

"The automobile," he says, "employs immense amounts of some materials, including 14 per cent. of the country's production of iron and steel, 25 per cent of aluminum, 85 per cent of rubber, 50 per cent. of plate glass, 63 per cent of leather and 80 per cent of gasoline."

Yet these, all important chemical products, are but a few of the many materials that go into the modern motor car, Mr. Billings points out adding:

"Large amounts of acids, alkalis, fluxes, resins, cyanide, bone, celluloid, glue, graphite, grinding wheels, lime, pumice stone, cork, asbestos, felt, hair, jute, cotton and pulp products are among a large number of other materials that are also utilized."

"Chemistry and its allied sciences have made large contributions to the production of most of these materials, and many of them are manufactured by the strictly chemical industries."

#### COPPER AUTO BODY.

An all-copper auto body, hammered and unpainted, is the work of a New Zealand coppersmith. The unique body includes fenders, radiator, head lamps, disc wheels and bumpers.



Uncrated, cars are hoisted into the holds of ocean liners.

Needn't Run Out of Gas.

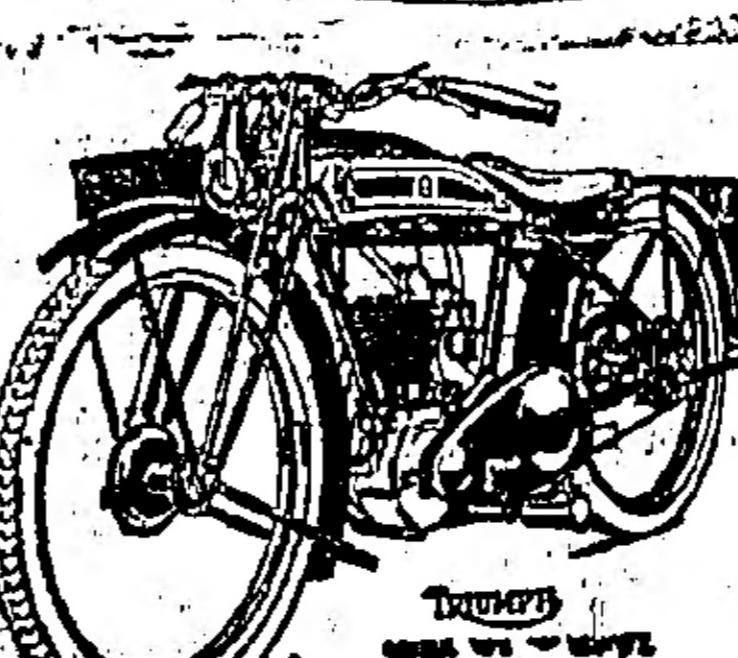
There are "gas" stations all over France, as well as other countries, although not so abundant as here. There the fuel is called "essence," and in England it is called "petrol." Both are a little higher in cost than the gas here.

Automobile storage is cheap for overnight stops, so that the automobile itself costs little more than it would if used in this country.

At the same time, the roads that connect the battlefield cities of France and Belgium are in good shape.

The return is as easy as going. The only consideration is leaving by a port where the ocean liner docks, so that the auto may be hoisted directly on shipboard.

### TRIUMPH



N. Standard ..... £55.0.0.  
N. De Luxe ..... 60.0.0.  
TT ..... 83.0.0.  
SD ..... 72.0.0.

### INDIAN



Indian Prince ..... £265  
Indian Scout ..... 330  
Indian Chief ..... 380  
Indian Big Chief ..... 390

### DOUGLAS

Douglas EW ..... £59.0.0.

Why not call and let us tell you about our EASY TERMS. How simple they are, and how considerate!

We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

### ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building. 2nd Floor.  
Ice House Street Entrance.

### CHECKING BOUNCE.

#### Shock Absorber's Job.

Modern tendency in spring design is to make the springs longer and more flexible, and while this gives smoother riding, the springs are considerably weaker, the upthrow of the cart after hitting a bump is greatly magnified. How to combine flexibility of the springs with a minimum of up-thrown is the problem.

This is achieved by combining with the springs a good shock absorber to control this rebound.

Car manufacturers recognise this need by providing holes in the frame for fitting shock absorbers, while many cars are factory equipped.

Australia has produced the Storey shock absorber, acting only on the rebound and designed to control this action. A constant tension on the belt of about 150lb. effectively holds the car body down, and full damping action is provided by means of friction surfaces, the degree of friction being capable of adjustment.

The Storey is standard equipment on Buick and Chevrolet special models, and is reported to stand well up to its work.

## Give your high gear some exercise

## on the hills by using

## SOCONY

the gasoline that brings the mountains down to the motorist



**SOCONY**  
Gasoline and Motor Oil

STANDARD OIL CO. OF NEW YORK, 26 Broadway

## CARE AFTER TOURING.

## The Car's General Needs.

(By Israel Klein.)

After the vacation, the automobile needs attention.

Usually it has been driven hard, for hundreds and even thousands of miles, with only the care during the entire trip that is essential to its running smoothly.

As a result, after a long run, the car's joints squeak, the springs are dry and dust-covered, bearings are loose and the entire chassis needs tightening.

What the car needs is a general tightening up and re-lubrication. Bolts get loose after a shaking on the road, although not as much nowadays as in former years when the roads were more bumpy. Nevertheless, the wrench should be

applied to all nuts, to keep the car from shaking apart.

Before tightening the spring clips, it would be advisable to clean the spring leaves and then inject new graphite between them. Kerosene or gasoline should be used for the cleaning process, but this should be dried off before the graphite is applied.

Then the spring clips may be tightened.

Most often the transmission and differential require renewal of heavy oil or grease. The old oil should be drained out and new oil injected.

The case should not be cleaned with gasoline or kerosene, for these oils would be hard to get out completely after the cleaning and what remains of either would cut the grease and render it less efficient.

The gear case should be half-filled with the heavy oil or grease. In summer, grease is the lubricant used. For winter, it should be a heavy oil, because grease might freeze too quickly.

The rear transmission is important, especially after a long run in summer. The grease is thinned out so that it seeps through the loosened housing, and even through the axle tubes or brakes and on to the wheels.

The entire rear axle and brake mechanism in this event needs not only tightening, but cleaning, before the new grease is put in. The brake bands get oil soaked and slip, if the packing has become loose.

The remedy might entail new packing to prevent further leaks, but generally cleaning of the brake bands and tightening of the housing will cure this.

The kind of oil or grease used in the rear end depends on the type of car. The instructions of the manufacturer should be followed in this case, as in all others for that matter.

Usually, however, heavy oil is placed in the rear axle housing. A steam cylinder oil, and perhaps an addition of medium grease, make a good combination.

## 344,483 BANDED MOTORISTS.

"A.A." WORLD RECORD.  
£678,000 a Year Spent for Members.(By H. Massac Buiat, in the *Observer*.)

No less than £678,000 was spent by the Automobile Association last year in the service of its members, a sum of money £120,000 in excess of the subscriptions received in that period. Such was the remarkable situation revealed by Mr. Charles McWhirter, when presiding for the first occasion, at the twenty-second annual general meeting of the Association last Wednesday, on which day the membership registered 344,483, being an increase of 40,126 in the financial year ended in April last. The "A. A." is by far the largest motoring organisation in the world.

During the past year the "A. A." Road Service organisation has covered 20,000,000 miles; 12,000 road signs have been erected in the British Isles, bringing the total up to 55,000; over 400,000 home routes have been issued to members accounting for 164,000,000 road miles; more than 187,000 members received road-side assistance during the Easter Holidays alone; the membership in Ireland has been nearly doubled, the progress in Scotland is in proportion; the petition presented to Parliament against the raid on the Road Fund was signed by no fewer than 360,000 road users, and Carnet facilities have been extended by the addition of Austria, Germany, the Irish Free State, and Norway.

Thanks to excellent arrangements made by the Spanish Government, members can now have "A. A." trip-tickets for Spanish tours.

Sir William Joyson-Hicks said that he was hopeful there would be found a *via media* between the retention of a twenty-miles-all-hour speed limit and the abolition of anything in the nature of a speed limit. He added that in all his Parliamentary experience he had never seen a petition presented so effectively as that of the Automobile Association, in which connexion

he thought he saw the hand of Major Stenon Cooke, the secretary.

The "A. A." Opposite Number. The Automobile Association of America, with headquarters at Washington, has issued a very interesting map of the United States showing the motor vehicle distribution in various States, together with the gross and average per car tax returned in each. This shows that the State authorities alone collected the huge total of 475,885,583 dollars in the form of registration fees, drivers' licences, and petrol taxes. These figures do not include any of the taxes such as the excise tax of \$8,920,180 dollars collected by the Federal Government, nor the property tax assessed by the various authorities and estimated at 110,000,000 dollars.

This total of 674,805,783 dollars shows that the American motor-car owner pays a huge proportion of the Government revenue in the lightly taxed, vastly wealthy United States. Were the property taxes, which are levied on assets of factories, distributors, sales agencies, repair shops, and other businesses, such as the tyre industry, and the proportion of the metal-working, glass, leather, and paint industry, and scores of others dependent on the motor industry, as well as the income tax paid by the individuals and corporations on wages and profits made as a result of the motor trade, added to the above total, the sum of the revenue realised would be amazing.

This bears out the theory that the motor vehicle contributes materially to the prosperity and welfare of a state rather than tends to reduce it. Certainly it tends to simplify the collection of revenue, as it is agreed in almost every country that it is easier to tax the motor trade than almost any other industry. This fact has been so universally

110- $\frac{1}{2}$ -inch wheelbase—30 x 5.25 Ballon Tyres—six 2- $\frac{1}{2}$ -inch x 4- $\frac{1}{2}$ -inch cylinders—19.84 horsepower (R.A.C. Rating)—L-head engine—crankcase ventilation (dual air cleaning and oil filter)—only 3 to 4 oil changes a year—four-wheel brakes—harmonic balancer—two-way cooling—three-way pressure lubrication—honed cylinders—high velocity, hot section manifold—double valve springs—silent timing chain—full automatic spark—thermostatic charging control—balloon geared steering—double offset, low gravity frame—easy shift transmission—twin-beam headlights, controlled from steering wheel—Duo finish beauty of line—and many other features of demonstrated worth. This entirely new Model Oldsmobile will be available in the following types:

- Series E Model 30 5-seater Standard Touring  
Series E Model 30 5-seater De Luxe Touring  
Series E Model 30 5-seater Standard Coach  
Series E Model 30 5-seater Standard Sedan  
Series E Model 30 5-seater De Luxe Sedan

The first shipment of the Touring Cars due to arrive in August has been sold. Of the second shipment of six due in September, three have already been sold. Orders will be filled strictly in rotation.

## THE GREATEST BUICK EVER BUILT.

Series 115 is powered with the famous Buick Valve-in-head 60 horsepower triple-sealed engine. The bore of this motor is 3- $\frac{1}{8}$ -inch—stroke 4- $\frac{1}{2}$ -inch—R.A.C. Rating 23.44 horsepower. Series 120 and 128 are powered with the famous Buick Valve-in-head 75 horsepower triple-sealed engine. The bore of this motor is 3- $\frac{1}{2}$ -inch—stroke 4- $\frac{1}{4}$ -inch—R.A.C. Rating 29.40 horsepower. These 1928 model Buicks will be available in the following types:

- Series 115, Model 20 5-seater 2-door Sedan  
Series 115 Model 24 4-seater Sport Roadster  
Series 115 Model 25 5-seater Sport Touring  
Series 115 Model 27 5-seater 4-door Sedan  
Series 115 Model 28 4-seater Coupe  
Series 120 Model 40 5-seater 2-door Sedan  
Series 120 Model 47 5-seater 4-door Sedan  
Series 128 Model 49 7-seater Touring  
Series 128 Model 50 7-seater Sedan  
Series 128 Model 50L 7-seater Limousine Sedan  
Series 128 Model 54 4-seater Sport Roadster  
Series 128 Model 55 5-seater Sport Touring

Vibrationless beyond belief—that is the outstanding fact about the Greatest Buick Ever Built. Here, at last, is transportation in which you forget the vehicle and experience only the delight of smooth effortless travel. All models have four-wheel brakes—Balloon Tyres—controllable beam headlights, with control switch on top of steering wheel—air cleaner—oil filter—fuel strainer—crankcase vacuum ventilator—automatic windscreen wiper—jack—high pressure grease gun—tool kit—tyre pump—transmission lock—cowl or windscreen ventilator—rear vision mirror—indirectly lighted instrument panel—as well as numerous other valuable and distinctive features. Of our first shipment of six of these 1928 Buicks, due to arrive in September, three have already been sold. Orders will necessarily have to be filled strictly in rotation.

## G.M.C.—THE MODERN TRUCK.

This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

## 1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.44 horsepower.

## 2-ton Model T-40—6-cylinder:

136-inch wheelbase 29.40 horsepower  
150-inch wheelbase 29.40 horsepower  
162-inch wheelbase 29.40 horsepower

## 2-ton Model T-50—6-cylinder:

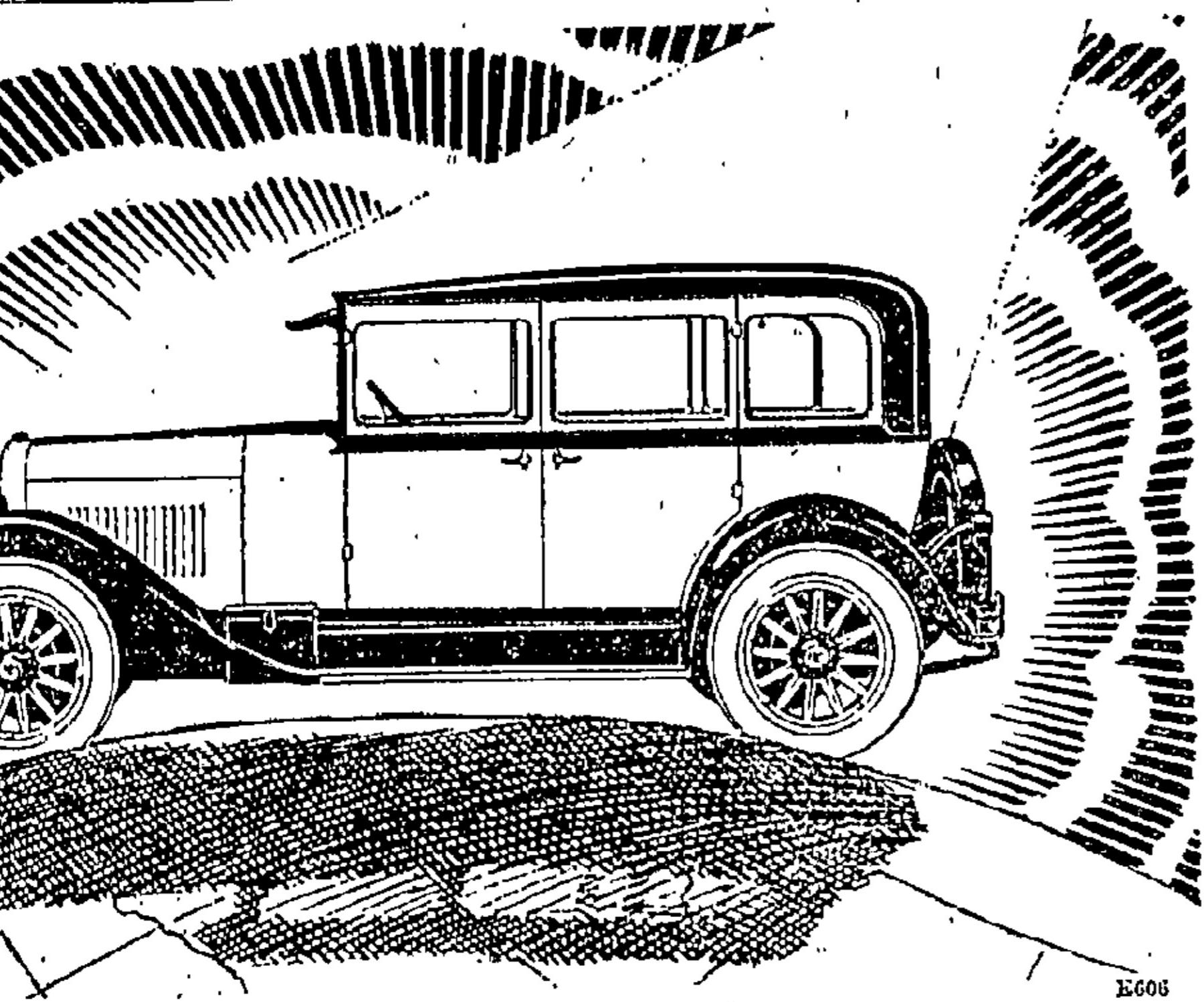
136-inch wheelbase 29.40 horsepower  
150-inch wheelbase 29.40 horsepower  
162-inch wheelbase 29.40 horsepower

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

## THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD — HAPPY VALLEY.

THE ERSKINE SIX  
is winning the world

SMALL wonder motorists on five continents are discussing this extraordinary Erskine Six Deluxe Sedan—Studebaker's new 2½ litre car. It has established new standards of light car performance! It has established new standards of automobile value!

Sport car performance in this comfortable five-passenger sedan because of a lively, powerful six-cylinder engine. Sixty smooth miles per hour, if you wish. Eager energy that will whip

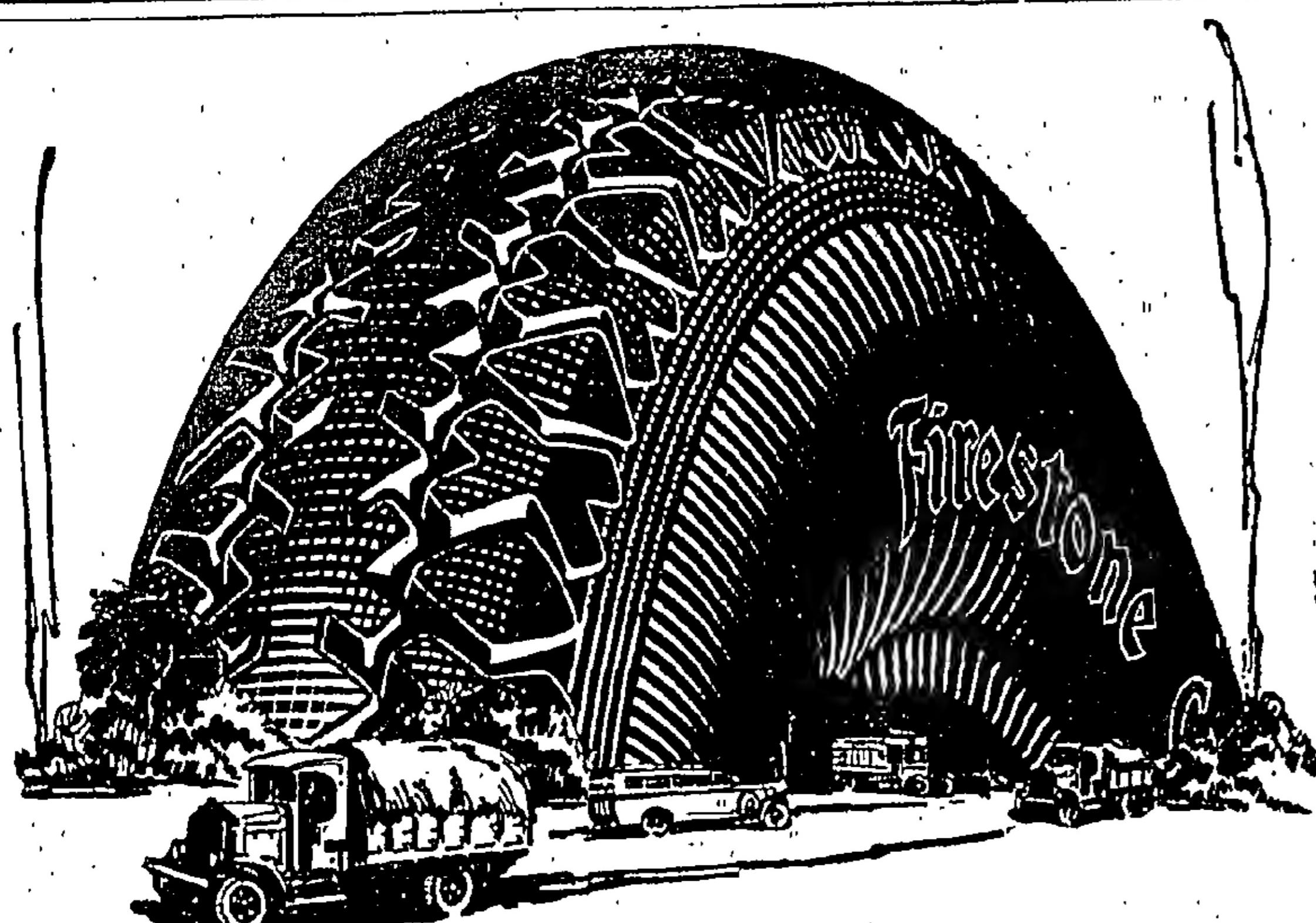
up from 5 to 25 miles per hour in 8½ seconds, or race up an 11% grade in top gear! Tests show petrol economy of 25-35 miles per Imperial gallon.

Safety as never before in a small car. Low-slung all-steel body. Four-wheel braking pulls this car up instantly, safely, even on wet or slippery roads. Full vision for the driver because of narrow windscreen pillars of steel.

You must see the Erskine Six to appreciate it.

HONGKONG HOTEL GARAGE  
25, Queen's Road Central

**ERSKINE SIX**  
Studebaker's New  
2½ Litre Car

Powerfully Built  
for Heavy Cargoes

Powerfully built and reinforced at all points of strain, Firestone Heavy Duty Gum-Dipped Pneumatics insure longer mileage and fast dependable schedules for lorries and buses. Gum-Dipping, the Firestone extra process builds maximum cushioning and tensile strength into the tire by insulating every strand of every cord with rubber. This minimizes internal friction and heat—assuring longer life for the tire and greater economy for the buyer.

Made within the Empire, this heavy duty Firestone is a tire of utmost care in construction.

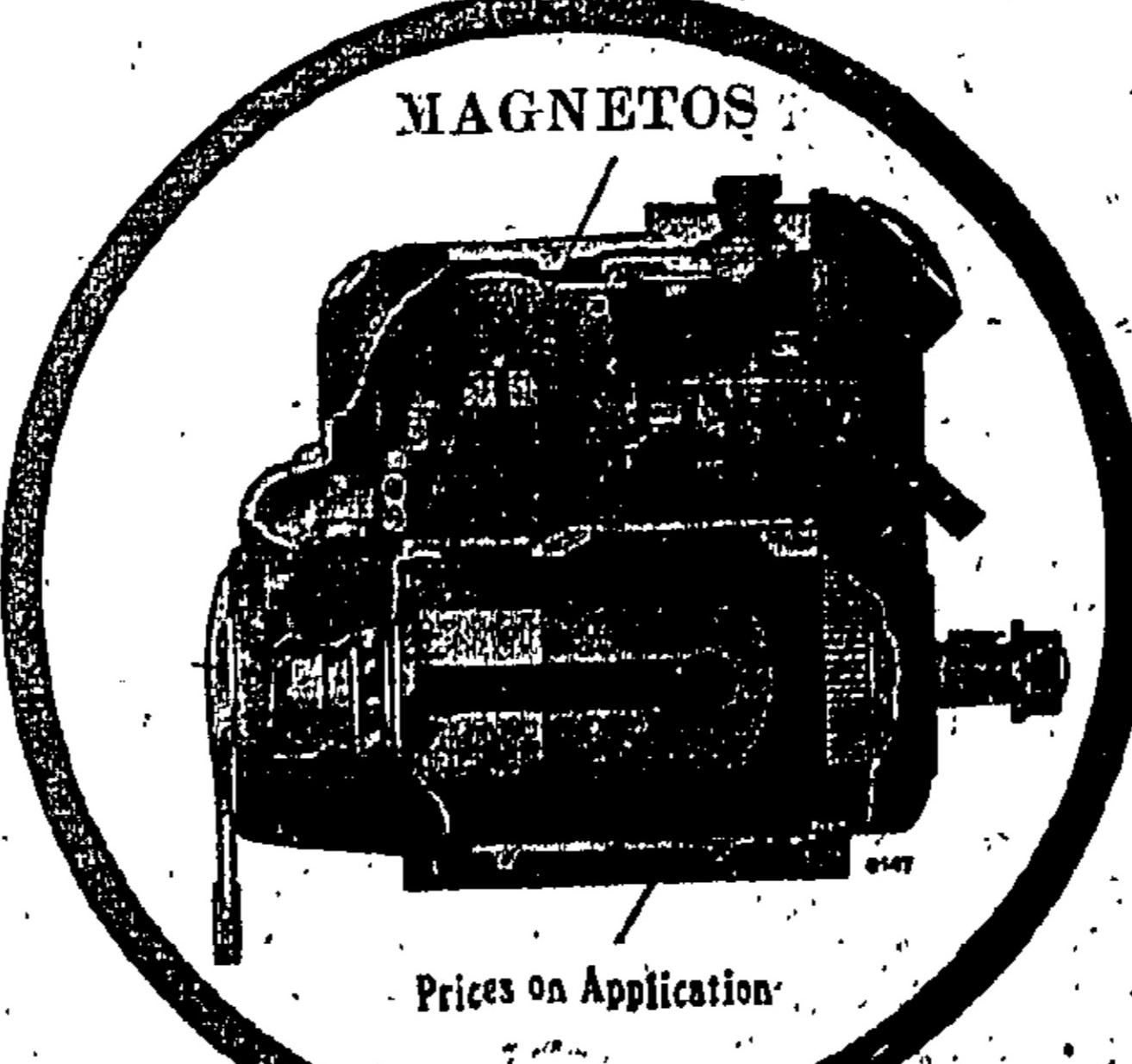


**Firestone**

THE DRAGON MOTOR CAR CO., LTD.  
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

## SCINTILLA



Prices on Application

THE HONGKONG HOTEL GARAGE.  
Queen's Road, C. Telephone C. 4759.

### SHILLING-IN-THE-SLOT PETROL PUMPS.

#### An All-night Service.

In view of the suggestion at home that garages should be brought into line with shops and be compelled to close at 8 p.m. every day, considerable interest centres on the automatic shilling-in-the-slot petrol pumps which are now being developed, and from which petrol could be obtained at any time. Were the suggestion put into effect, motorists would be hampered considerably, and unless they regularly took measures to fill up just before

the closing hour—a course which the average man would most likely overlook—many would be stranded for want of fuel; in fact, unless a car be provided with an unusually large petrol tank, long runs lasting well into the night would not be so practicable as they are now. The automatic petrol pump is an excellent system which would completely overcome the difficulties which might arise in this direction, and it is so arranged that by the insertion of a shilling in the slot the pump can be operated and a required amount of petrol obtained.

The Motor has recently received details of the Brecknell attachment with which ordinary attended petrol pumps can be converted into the automatic type. This is produced by Messrs. Brecknell, Munro

and Rogers, Ltd., of Bristol, and the device comprises a mechanical unit housed in a cast-iron box measuring 9 in. by 11½ in. by 5 in. deep. It is at present designed especially for use with the Bowser single-gallon type of pump, but it can readily be modified for use with the Wayne, Gilbert and Barker and Milwaukee types, while shortly a model for use on the majority of well-known pumps of the visible container type, will be marketed.

The Brecknell automatic petrol seller is affixed to the front of the pump, and in effect serves to limit the travel of the pump-operating spindle so that delivery of one shilling's worth of petrol per coin inserted is assured. Particular attention has been given to make it impossible to defraud the pump: the attachment incorporates a special selecting mechanism by which all coins inserted in the slot are automatically tested with precision, and if rejected by any of the nine tests which are applied, are returned immediately to the customer by means of the cup on the front of the pump cover. Accepted coins, however, form a distance piece within the mechanism, so that when the handle is turned a trip lever bearing on the top of a cam is moved clear of a stop which unlocks the control gearwheel and allows the user to rotate the operating handle to obtain the required petrol.

A ratchet mechanism also ensures that the user cannot ease back the handle and so rob the pump in that way. The arrangement is also so designed that in the event of the handle not being in the correct position when the coin is inserted, the shilling is automatically returned to the customer. The amount of fuel delivered can readily be altered by the owner by means of an adjustment provided, so that one shilling's worth per coin inserted is obtained according to the price per gallon. A pump fitted with the Brecknell automatic petrol seller can readily be used in the ordinary way a clutch forming a means by which it can be coupled up or disconnected very quickly. The price of the outfit complete is £14 10s.

The method of operation is clearly set out on a large instruction plate, which should be illuminated at night and mounted just above the pump operating lever, so that no motorist should find any difficulty whatever in using these automatic pumps.

The Brecknell device is very well designed and thought out. An ingenious feature is the provision of a simple fibre slip clutch in the handle whereby sufficient power is transmitted from a customer's hand to the pump mechanism to raise the correct amount of petrol, but in the event of undue force being used in order to obtain more than the correct amount of petrol, the clutch slips and prevents damage to the pump.

It can be fitted to the existing pump without defacing it at all; the gallon-by-gallon recording dial is obscured, but another, corresponding, is arranged on the front of the Brecknell casing. This dial does not, of course, register the shilling-by-shilling sales.

Already a large number of automatic petrol sellers have been installed in filling stations and garages.

#### SIXTH FOR ROADS.

One sixth of the entire public budget, or \$1,500,000,000, was spent during the fiscal year ended June, 1925, for the upkeep and building of roads and highways in the United States.



#### JOIN THE HONGKONG AUTOMOBILE ASSOCIATION

**A Few Advantages:**  
10% Off Motor Car Insurance  
Free Legal Advice  
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Free Mechanical Advice  
Associate Membership of the R. A. C. and A. A. London.

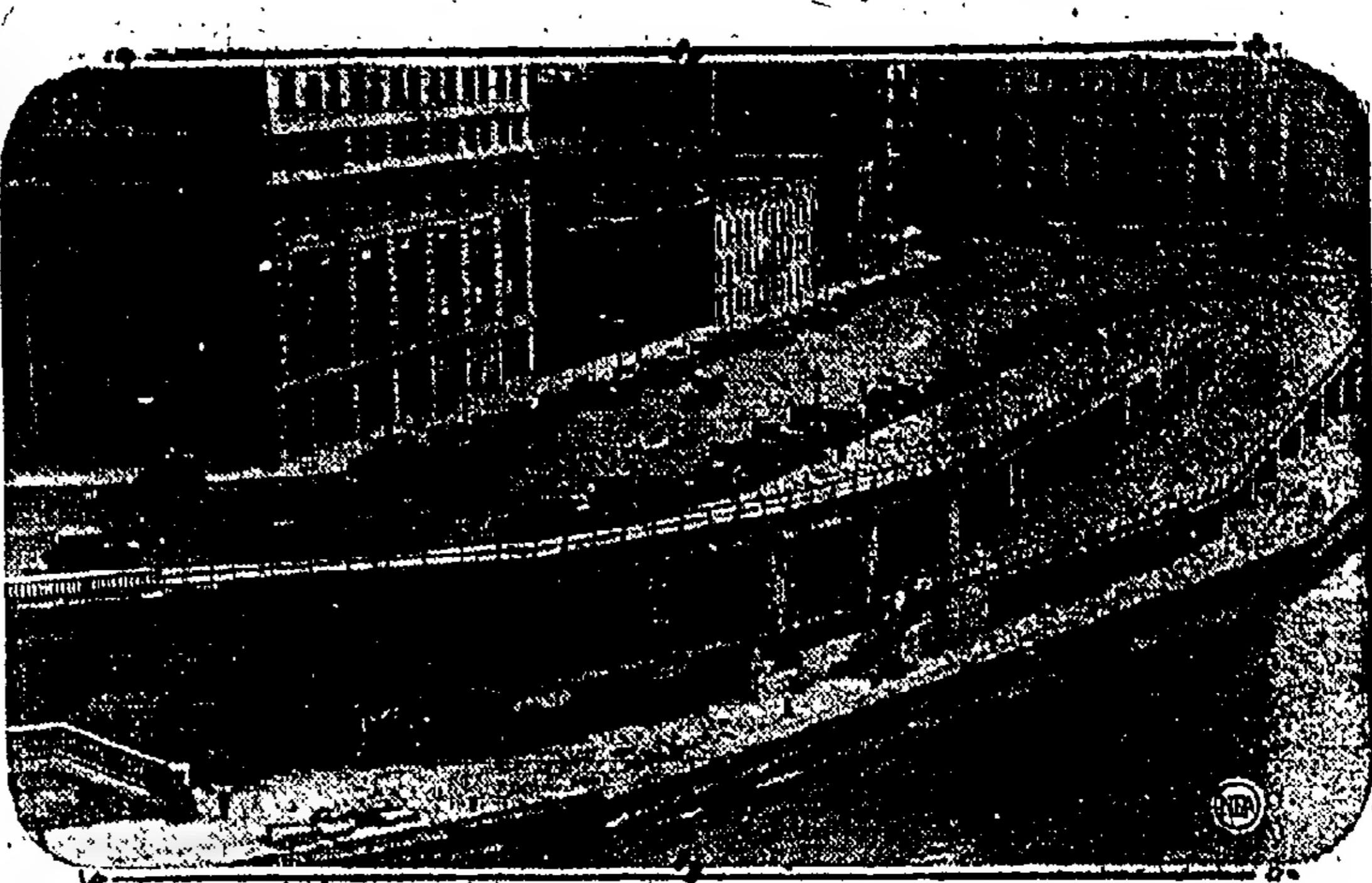
All Communications for Membership etc. to  
REV. G. E. S. UPSDRELL  
Hon. Secretary,

P. O. Box 116.

#### CENTRAL FILLING STATION OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

#### DOUBLE-DECK MOTOR THOROUGHFARE.



Wacker Drive in Chicago pioneers in the movement for speeding up traffic with double-deck streets.

Chicago, July 23rd.—Creeping paralysis, commonly known as traffic congestion, will get a run for its money in a few communities at least.

St. Louis and New York are both planning to relieve bound-up traffic by the construction of elevated streets.

Chicago already has a double decked street in service. This is Wacker Drive which is three-quarters of a mile in length. The fourteen lane roadway holds out hope for traffic relief as travel over it is quick and comfortable.

St. Louis engineers and officials are preparing to submit a bond issue next year for the construction of a three-mile two layer driveway.

The upper level of the boulevard will be used for passenger automobiles and the lower level for trucks.

In addition an elevated plaza for parking 6,000 cars will be built. The entire project will involve the condemnation of 30 blocks of downtown business property. However, the completion of the project will bring about a saving of several million dollars yearly, say St. Louis business men.

New York will have a long elevated express highway when present plans are consummated. This roadway will extend from West Seventy-second street along the Hudson River to Canal street.

At thirty miles an hour, to be permitted by city officials, cars will be able to traverse the length of

the elevated thoroughfare in ten minutes or less, considerably better than the elevated trains or subway service.

It is planned to elevate the highway to 20 feet, assuring ample clearance for street traffic. The 65 foot width will provide six wide traffic lanes, three in either direction. This will give a traffic capacity of at least 5,000 cars hourly.

With traffic in New York increasing rapidly, city engineers believe that this super-street will be of untold value and worth far more than its cost.

New York residents are purchasing automobiles at the rate of 30,000 a month—seven miles of cars. Consequently this and other traffic relief projects are receiving a great deal of attention.

#### TEXACO GASOLINE THE VOLATILE GAS

DISTINCTIVE  
UNIFORM  
QUALITY



With unfailing regularity year in and year out Goodyear Tyres are delivering a better quality of tyre service to more people than any other make.

GOOD YEAR

DISTRIBUTORS  
**ALEX. ROSS & CO. (China), Ltd.**  
BANK OF CHINA BUILDING, HONGKONG.

In These Days Economy Must Be Your Motto.

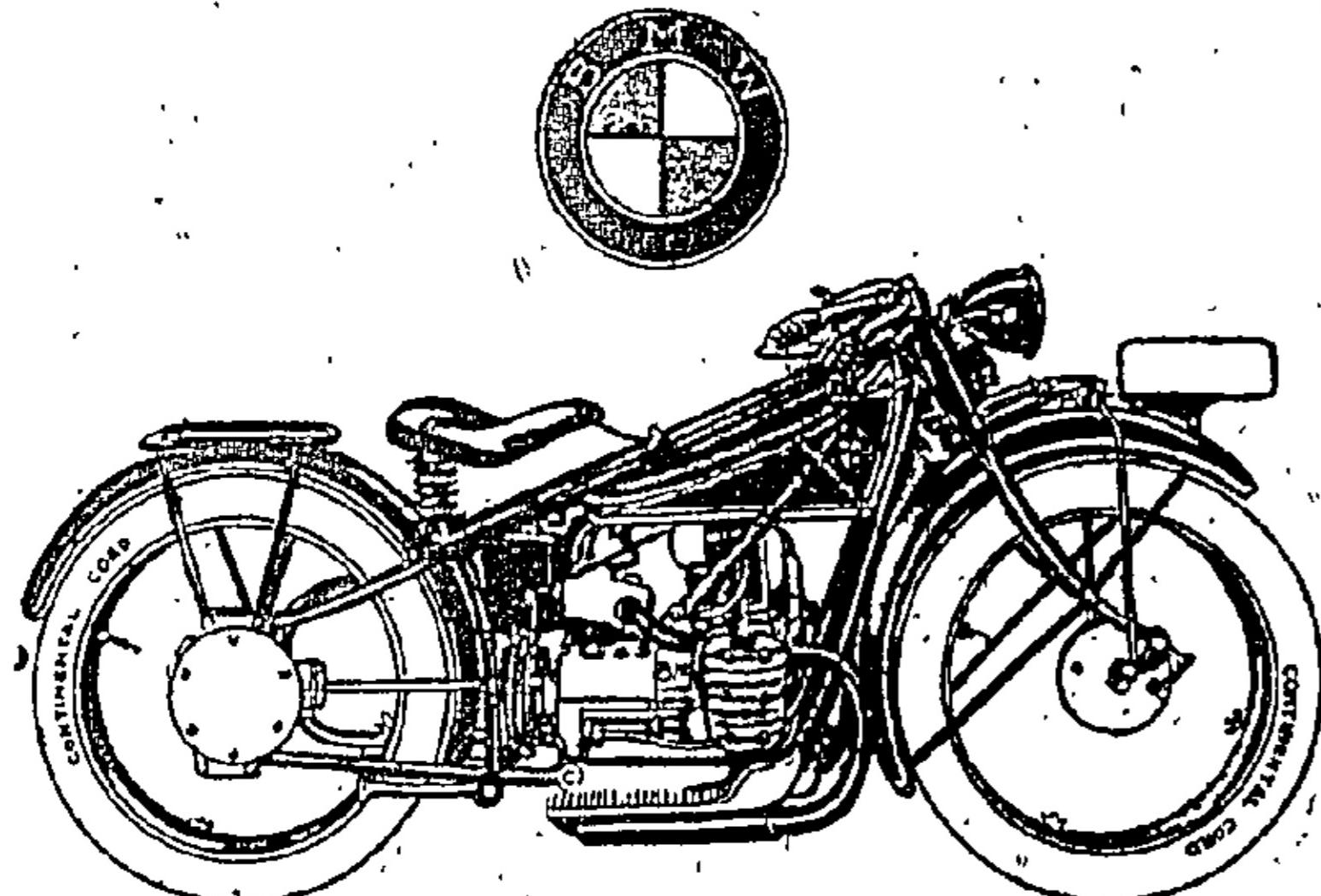


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SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.  
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SHOWROOMS	WORKSHOPS	OFFICES
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## THE B.M.W. TOURING MOTOR CYCLE

WHICH WON THE ITALIAN TARGA FLORIDA RACE, 1927



### 12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

#### A FEW NOTABLE FEATURES

Engine entirely water and dust proof.

Double Frame throughout.

Increase of engine power to 12 brake horse power.

Rims suitable for normal or balloon tyres.

All gearing effectively enclosed in oil-tight casings.

The universally recognised advantages of shaft-drive.

Bosch head and rear lights—Speedometer—Horn.

All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

**REDUCED PRICE H.K. \$830.00**

Sole Agents: CHIEN HSIN ENGINEERING CO.  
First Floor, Asiatic Building.

## HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

### REMOVING VAPOURS FROM THE CRANKCASE.

Last autumn, in an article reaching the piston which "froze," attention was called to one of the new model engines, which was equipped with arrangements for maintaining a current of air through its crankcase, for the purpose of drawing out gasoline and water vapours present there and thus preventing their condensation therein and their mixing with the engine oil, to its detriment. Since that time, a number of other manufacturers have adopted apparatus for crankcase ventilation and it seems to have become established as one more accepted means of safe-guarding engine lubrication. One way of obtaining the air current is by using the carburetor to maintain it, the primary air-supply of the carburetor being taken through a flexible tube inserted in the valve-compartment cover. The valve-compartment is open to the crankcase, to permit oiling of the valve mechanism, and carburetor suction draws air from the crankcase and through the valve compartment to help form the fuel mixture, while air entering through the oil filler-breather unit, takes the place of that which has been displaced. Gasoline and water vapour in the crankcase is drawn into the engine, by the current of warmed air. This system is simple and can be applied to any existing engine, without much labour or expense. If the carburetor has only a single air-inlet, the suction tube can be connected with that. The breather tube must not be entirely closed, but must have sufficient small openings at its upper end to allow air to enter it and these openings can be so arranged as largely to prevent the entrance of dust.

Cylinder Lubrication Fails.

Question: One of the pistons of my engine stuck not long ago and the mechanic who made the repairs for me claimed that it was caused by my using ethyl-gasoline. When this trouble occurred, my oil-gage was showing much higher oil pressure than usual. I quoted the statement of the repairman to the mechanic who usually does my work and who also sells me the ethyl-gas and he said that the gasoline had nothing to do with the trouble, but that some of the oil passages had become clogged and kept oil from

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### A "FOOLPROOF" CONTROL.

Gear-changing Mechanism on the Triumph.

For the trials rider and participant in speed events generally a simple and efficient method of gear changing is absolutely essential. The loss of a fraction of a second in gear changing may quite easily result in the loss of a valuable award.

Recognising this fact, the Triumph Cycle Co., Ltd., of Coventry, have arranged the gear change on their T.T. Triumph in such a manner that it is practically impossible for the rider to miss second gear. On this particular machine low gear is engaged by pulling the lever up from neutral, and a change is made into second gear by pushing the lever down past neutral until it comes to a definite stop. Directly second gear is engaged and the rider's hand releases the lever, it automatically springs upwards, and, when desired, top gear can be engaged by merely pushing the lever down as far as it will go. Thus when changing from low to second it is impossible to overshoot second gear position, as the lever cannot pass the correct place until it has made its outward movement. A similar arrangement holds good when changing down, the only difference in this case being that the lever must be pressed inwards when changing from second to bottom.

A sliding "T" piece in the control axle provides a definite stop for second gear by coming in contact with adjustable set pins in the gear box control tower, this "T" piece deriving its sliding movement from the spring-loaded gear lever. The actual gears are operated by sliding forks, projections on which engage in slots formed in the control cam plate, the latter, of course, being actuated by the gear lever. Definite location after engagement is provided by a spring plunger in the control tower engaging with holes in the cam plate. This new gear is simple, neat and very strong. It is quite sure and positive in action, and marks one more of the many advances in motor cycle design which have emanated from the famous Triumph Company of Coventry.

## DESERT CONQUERED BY MOTORS.

### New Routes in Persia.

Ten short years have sufficed to give the Near East the same taste for long-distance motor travel as the West, in an equally short period, has acquired for long-distance flying.

It is now no rare occurrence to learn from the taxi-driver one engages casually in Damascus that he only arrived the day before from Baghdad, and he may even, if he wants to make a lucrative effect and qualify for a larger baksheesh from an impressionable and ignorant traveller, speak airily of Teheran and Resht, says the *Financial Times*.

But, speaking without exaggeration, Baghdad is now bewilderingly close to Damascus, and thence to Beirut and steamer connexions by the fastest routes with all parts of Europe. And all, since 1919, eight years of hard pioneer work, conceived and undertaken by British determination, personified in the energy and daring of two New Zealander brothers, Norman and Gordon Nairn.

The Nairn Brothers and the Nairn Transport Company are household words in the Near East.

They have developed from small beginnings. In 1919 they started a motor mail service between Haifa and Beirut; later they prolonged it to Damascus. It succeeded; for they were operating over a zone devoid of, or ill-supplied with, railway facilities, and tapping a population which the exigencies of five years' war conditions had reduced to irksome drivers and smaller cars.

Nairn rates have been and will possibly be still further reduced, but in this, which may be not inaptly styled, "desert rate-war," the company has behind it a financial solidity and a past record of reliability and success which is a great asset in the ephemeral East. And it is managed economically and prudently and its executive leaves nothing to chance; for one cannot take any risks with the hard-wearing desert.

### FUTURE TRUNK ROUTES.

We now reach what is perhaps,

the most important issue in the question of our Near and Middle Eastern communications. Opinion both in Palestine and Syria tends

to the conviction that the proper trunk routes of the future must eventually be by way of Syria.

Syria, whether by the Beirut-Tripoli-Homs-Palmyra or the Beirut-Damascus-Ruba arteries, is the overland corridor to Iraq, Persia and even India. The Southern Palestine Transjordania route is longer, infinitely more difficult and in every way less convenient.

### IMPORTANT FACILITIES.

As the range of the service expanded, the original private company had also to expand. In 1926 it and its main competitor of those days, the Eastern Transport Company, were absorbed into one concern by a large and well-backed group of Anglo-French interests.

QUICK STARTING  
NON WASTING  
HEAT RESISTING

SHELL MOTOR OIL (BLENDED)

SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

- At cold air temperatures it is free flowing to give quick starting.
- At crankcase temperature, relatively thick to ensure economical consumption.
- At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd., ASIATIC BUILDING.

AS GOOD AS SHELL SPIRIT

COOKING  
COMBINES  
CONVENIENCE  
COMFORT AND  
CONTENTMENT

**if**

You cook with a

**Smoothtop  
Gas Range**

HONGKONG & CHINA GAS CO., LTD.

THE NAVY'S CHOICE

**Coates'**  
ORIGINAL

PLYMOUTH GIN

OBTAIABLE.

EVERWHERE.

THE WORLD LADIES' AND GENTLEMEN'S  
HAIRDRESSING SALOON,

58, Nathan Road, Kowloon.

Splendidly situated in the Heart of the European section. Competent, experienced hairdressers assuring stylish cut. Elegant equipments and good sanitary conditions throughout.

Most up-to-date machine and method for Permanent Wave. Price very reasonable.

We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

Choose Glaxo for  
your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!

**Glaxo**

The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is  
6 months old

or when he cuts  
his first tooth add  
little Glaxo Malted  
Food to his Glaxo.  
This will provide  
the best means of  
accustoming Baby,  
gradually and naturally  
to taking more solid food.  
Obtainable  
where you buy  
Glaxo.



Sole Agents:

**W. R. LOXLEY & Co.**

MR. WELLS'S FEAR  
OF FASCISM.

WARNING THAT BRITAIN  
MAY HAVE IT.

GENERAL STRIKE NOVEL.

Mr. H. G. Wells has again surveyed the world, and found it far from good. In a new novel, "Meanwhile," published a few weeks ago, he discourses on an endless variety of subjects.

For one thing, he cuts himself off from future holidays in Italy by a violent attack on Mussolini and the Fascists, and ensures for himself the enmity of supporters of Mr. Baldwin and his Administration by holding them up to ridicule and execration over the general strike and the coal strike.

"Charlatan," "actor," "destroyer," "cannibal," these are some of the words that Mr. Wells puts in the mouth of one Signor Vinciguerra, an anti-Fascist Italian, with regard to Signor Mussolini. "Castor-oil ends, with their loaded canes," is a phrase applied to the Fascists. Italy is described as a "prison with punishments and tortures."

He warns us, in a tone of alarm, that we may suffer some tyranny akin to Fascism, and that distinguished men of letters may be beaten almost to death for protesting against it, and claiming the right of free speech.

Here are some of Mr. Wells' phrases—put in the mouth of Philip Rylands—for members of the Government:

"Some atavism like Winston."

"An owl like Jix."

"Baldwin a bit of a coalowner himself."

"Jix inciting the police to be violent at the least provocation."

"As might be expected, Winston has gone clean off his head. He hasn't been as happy since he crawled on his belly and began to snipe in Sidney Street."

The General Strike.

Much of the novel is concerned with the general strike of last year, and his characters say things like these:

"Cook goes on all the time like a musical-box that can't leave off: Not a penny off the pay, not a second on the day. Twenty speeches a day and still at it in his sleep."

"Whatever anyone else may think, Winston believes he is fighting a tremendous revolution and holding it down, fist and jaw. He careers about staring, inactive, gaping, crowded London, looking for barricades I wish I could throw one up for him."

"Several of the Labour leaders, chaps of the Court suit and evening dress type, were running about London weeks and weeks ago, pulling long faces and saying—"The extremists are forcing our hands. We don't want the general strike. We're perfectly peaceful snobs on the make. We are, indeed. It's an attempt at revolution we admit it. Do something, even if it only looks like something. These were practically their words."

"The people here about me, the wealthy Tory sort of people, the chaps in the clubs, the men and women in the boxes and stalls restaurants and night clubs, the Ascot people, and the gentle jazzers are not thinking of the rights and wrongs of the miners and the trade union at all, and of fair play, and what's a straight deal with the men.... The men are just a pawn in their game of foreign investment...."

"They have something larger and vaguer in their mind, than shrinkage of their credit as a class, this arrest in growth and vigour of their Empire, the Empire of their class—because that is all it is.... They have it now in their bones if not their intelligences, in even the stupidest of them, that new and greater things are dawning upon the world."

"They become puzzled and frightened and quarrelsome at the bare thought of these new conditions which threaten them—with extinction—or worse—with education. On no terms will they learn. That is too horrible. So they go frantic. They bristle up to fight."

This is where Mr. Wells thinks Fascism may come upon us. "These people are inclined for a tremendous scrap of some sort now, while they are still fairly strong," because they dream that "somehow at the end of it the creeping rot, the loss of go, in all they value and all that makes them swagger people would be abolished and made an end of. It would be lost in the uproar, and at the end they would find themselves back on the top of things, strong and hearty again, without any doubts, without a single doubt, just as they used to be. All the world at the salute again."

In spite of the fact that Lady Astor never quite succeeds in

LADY ASTOR AS TORY  
CRITIC.

"FALSE ECONOMY" IN  
EDUCATION.

SOME HOME TRUTHS.

Speaking on July 26 on the subject of education, Lady Astor gave the Conservative Party the most severe castigation it has received for a long time at the hands of a Ministerialist. Laying the party across the knee, she spanked it (with tears in her eyes) for a full twenty minutes, telling it home truths to the accompaniment of a resounding slipper, says a London paper.

The Opposition were delighted, and with reason, for the attack was by no means a mere ebullition of temper; from beginning to end it was informed by sound sense, courage and true sympathy.

"Sometimes," said Lady Astor at the very beginning, "I wonder if I am in the right Party; but I hope that all right-minded people feel that in all parties." It was a brief to her, she admitted, to have to perform this task, but duty was duty, and the Party might benefit by having a little recent history recalled to its memory.

Let members take their minds back to the Coalition Government of 1918 and Mr. H. A. L. Fisher's Education Bill, with all its high hopes. Let them remember the other great plans of those days, and then let them remember how all had been wrecked by the Anti-Waste Party, which fought the then Prime Minister (Mr. Lloyd George), "not because of his war record, but because of his advanced social programme."

How well she herself recalled those days of the triumph of the anti-Wasters! To ask a question about education or any other social service was to be made to feel not so much like John the Baptist crying in the wilderness as like Ruth among the alien corn, with no Naomi to comfort and no Boaz to advise.

"Most of those anti-Wasters have gone," cried her ladyship, "but their spirit goes marching on."

For Reason, Not Reaction.

"I want to warn the President of the Board of Education against the spirit which is working in our party—the spirit that wrecked it in 1918. It is getting too much the upper hand. I want the Minister to listen to reason and not to reaction. Frankly, what I want to know is: What is the policy of the Board of Education?"

"They quote the case of Plymouth, my own constituency, where the school age has been raised," Lady Astor went on, warming to her subject. "But what a fight we had to get it at Plymouth: Mercifully down there we have Conservatives who belong to my section of the party, but they had to fight the diehards tooth and nail."

"If the Ministry of Health waited upon the local authorities, do you think it would be reducing infant mortality in the way it is doing? It is only succeeding because the head takes the lead."

"I don't feel that we are getting a lead from the President of the Board of Education. I have no doubt he would like to give it, but the trouble is he doesn't fight hard enough. You have to care enormously—and fight!—before you can get your way."

Presently Lady Astor was talking with enthusiasm about the Malcolm report (of a consultative committee) upon raising the school leaving age from 14 to 15, and ultimately to 16, and was approving the view of the committee that such a reform would have a highly beneficial effect upon unemployment—a fact recently denied by Lord Eustace Percy.

The Higher Economy.

"How can we afford it?" was, she admitted, the question upon which the reactionaries always successfully retreated. Her reply was: "How can we afford not to afford it? How can we afford to allow 120,000 juvenile unemployed to run the streets of our cities?" "Such schools," she pleaded, "are the only way of giving the children of the very poor what we the very rich can give to ours."

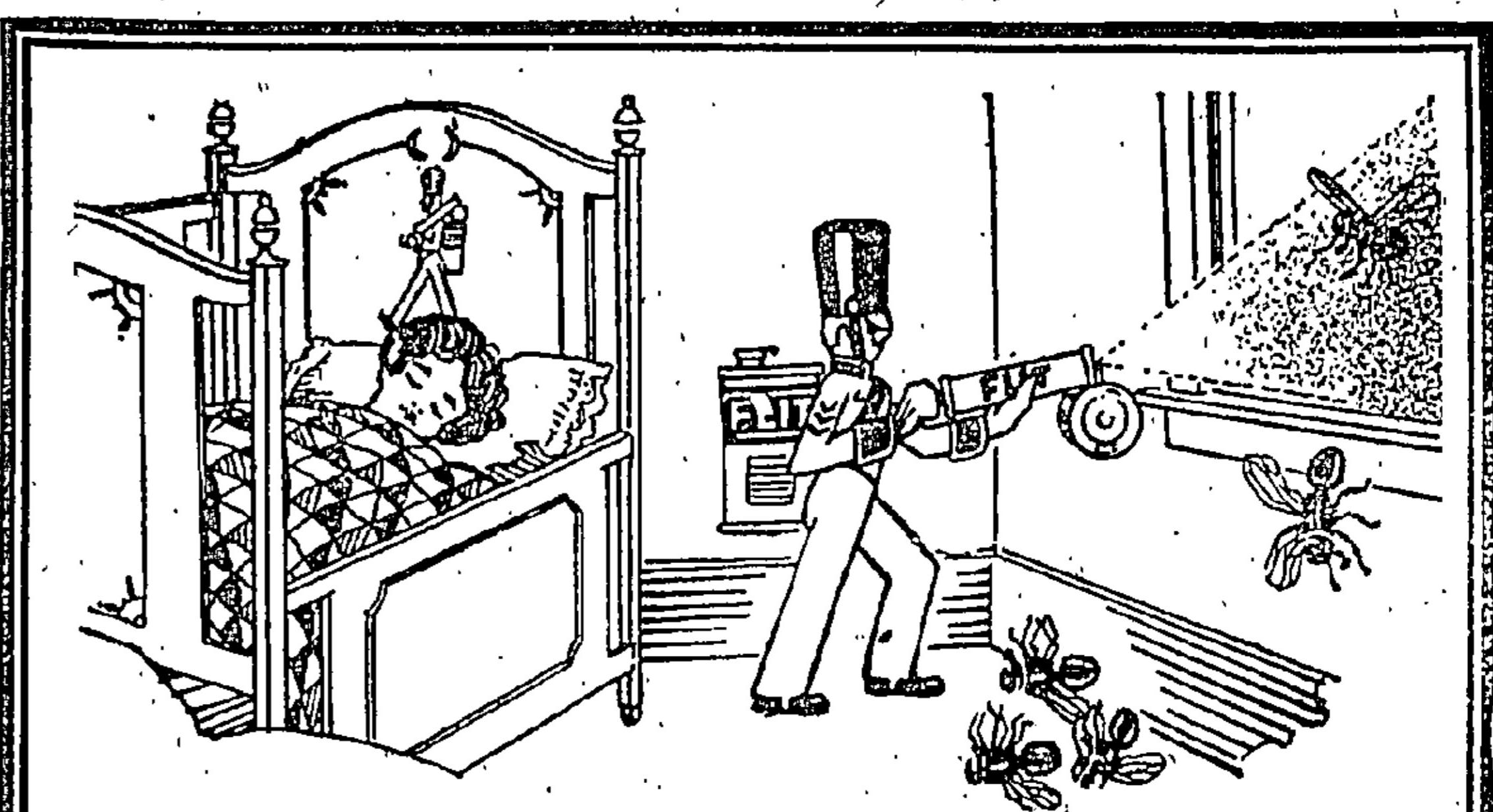
"Something rises in me when I think of these things," she cried. "I don't go far as to say that all people are born equal, but I do think it appealing not to try to give them all a chance."

"Why can't the Conservative Party urge the Government to keep the pledges the Prime Minister gave?" After all, the Prime Minister got in on a forward policy. But no one who has studied and watched can say that the Board of Education has a forward policy now."

In spite of the fact that Lady Astor never quite succeeds in

THE GENERAL ELECTRIC CO.,  
OF CHINA, LTD.

QUEEN'S BUILDING, HONGKONG.



Flies Are Children's Deadliest Enemies!

THE fly is the greatest murderer known. Thousands of babies died last year as a result of disease carried to them by flies. Flies are largely responsible for summer diarrhea and other intestinal disturbances in children.

The fly lays its eggs in filth and, born in dirt and refuse, it comes direct to man to poison him and his food. Under the microscope can be seen its six hairy legs laden with filth and millions of disease germs.

Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

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INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

maintaining the heroic plane for long there appeared to be a general agreement in the House—including the Ministerial benches—that the heart-throb in the speech made it memorable. Her ladyship was warmly praised for it immediately afterwards by Sir John Simon.

Sir John's speech was also a fine example in a very different style. We say, he observed, that we cannot afford adequate education for the children of the nation. Yet we spent £17,000,000 on the preliminary bombardment of the Messines Ridge, and £22,000,000 on the preliminary bombardment in the third Battle of Ypres.

"But what had that got to do with education?" inquired Captain Arthur Evans, one of Lady Astor's hard-faced.

"Education," came the reply like a flash, "is the preliminary bombardment in the Battle of Life."

The day has been a good one for the Liberals, Mr. Percy Harris starting the debate with a capable analysis of the whole position.

Reply was at the first left in the intelligent, but not very forceful, hands of the Duchess of Atholl, who did her best to persuade Lady

actions might lead to suppose.

Coming in later, Lord Eustace Percy assured the House that the Government are really better than some of the

children desire.

*The Very Idea!*

They were discussing insomnia. It was suggested that a glass of Scottish whisky every half-hour was an excellent remedy.

"Will that cure it?" said the victim.

"No," replied the other, "but it makes it a pleasure to stay awake."

Here is a bit of Chinese philosophy:

"On the Birth of His Son."

By Su Tungpo (A.D.) 1036-1101.

Families, in which a child is born,

Want it to be intelligent.

I, through intelligence,

- Having wrecked by whole life,  
Only hope the baby will prove  
Ignorant and stupid.

Then he will crown a tranquil life  
By becoming a Cabinet Minister".

At a meeting of Bedford Corporation a sample plush fauteuil for the Corn Exchange was exhibited on a table.

The Mayor suggested that Chief-Constable Timbrell, who weighs 16 stone, should sit in it as a test.

The Chief-Constable remarked that his life was not insured, and the Mayor retorted that neither was the chair. The test was not tried.

Walthamstow woman, of her lodger: She even spans her husband and puts him to bed.

Policeman, at Willesden: This man was loaded with fruit, and he caused a serious obstruction.

Barrister, of a debtor at Bow County Court: He is basking in the sun abroad with his finger to his nose.

Willesden man: I paid my wife her wages regularly, but she ran me badly into debt and then ran away.

It was stated at Marylebone Police Court that London hotel porters could earn with tips from £10 a week.

Solicitor, at Bow County Court: Where is your husband now?

Woman: This is just about his time to go for a drink.

Worcester magistrate's clerk to a woman: Will you be tried by Quarter Sessions or by this court? Woman, tearfully: I may not live long. Clerk: Then you had better be tried now.

The Assize Court at Stuttgart, after a short hearing, sentenced to death Jean Muller, aged thirty-four, for the murder of Berthe Lochmann, aged twenty-six. The murderer, whose object was theft, obtained a purse containing the equivalent of a shilling.

A house which was described as the most persistent house of its kind in Paddington, was the subject of a prosecution at the Marylebone Police Court.

Arthur Sinclair, aged thirty, a solicitor's clerk, was fined £40 with £7 7s. costs for permitting the premises at Eastbourne terrace, Paddington, known as the Imperial Hotel to be used for improper purposes.

Sinclair stated that he took over the house about six weeks ago, and was buying the business for £500. He had no knowledge that five women of a certain character were using the house.

Mr Macdonald, defending, remarked that the property really belonged to the Ecclesiastical Commissioners.

Inspector Isted, who raided the house, replied that, as far as he knew, that was so.

For pleasure, variety beats specialisation all the way in my estimation.—Sir George Thomas.

I have preached 22,000 sermons in my life, which is 5,000 short of Wesley's record.—Canon Hay Aitken.

It is practically only at public schools that the real necessity for early (medical) attendance is not properly recognised.—Dr. Le Fleming.

It is not unlikely that the present year—in the northern zone, at any rate—will see little or no summer.—Mr. Herbert J. Brown.

It is natural to be selfish, and however greatly we progress, we shall never be able to eliminate selfish youth (and old age) from our midst.—Miss Ellis Jeffreys.

A clergyman was returning home late one evening, and had the misfortune to sit next a drunken man on the tram.

"Do you allow an intoxicated person on your car?" he demanded of the conductor.

"It's all right, sir," replied the conductor in a low voice, "as long as you don't get noisy!"

Passengers arriving from the north by s.s. *Haruna Maru* yesterday, included Major H. C. Hill, Dr. S. A. and Mrs. M. Morris and Mr. R. R. Roxburgh. Embarkations here for Europe by the same vessel, sailing yesterday, included Mr. J. Duguid and Mrs. T. M. Hazlrigg.

## CANTON FINANCIAL SITUATION.

## GOVERNMENT FORCES NOTE ACCEPTANCE.

## A DRASIC MEASURE.

(A Special Correspondent.)

Caption, Aug. 26.

The current issue of a privately printed newspaper, which has its editorial office at the Army Headquarters, here, contains the announcement that America, in a Note to the authorities at Nanking, has informed the Nationalist Government that she (America) is perfectly willing to surrender her present rights in the Customs service, providing that the promise is given by the Nationalists to repay all debts due to America within a certain period. Whether this promise can be extracted from the Nationalist Government remains to be seen, states the paper. The period of time required for the payment of the debts has not been mentioned.

A "Red" Executed.

The final scenes of a "Red" incident that occurred a few weeks ago was enacted last night when Luk Yee-kui was executed for being a tool of the Reds and throwing a bomb, thereby causing much loss of life, in a restaurant where many well-known local officials were partaking of tea. It has now come to light that the unfortunate Luk, prior to the affair, had been promised \$500 for his act.

## Money Situation Eased.

The money situation is little changed, with the exception that money changers are now handling Central Bank notes again. The Government has been instrumental in having notices posted all over the city, stating that it will be a criminal offence, to refuse the acceptance of Central Bank notes. Any person contravening this order will be immediately arrested and placed in prison. This punishment is for the first offence. For a second and similar act the extreme penalty will be meted out.

The American Embassy, in Mexico City has made representations for the capture of the bandits.—*Reuters' American Service*.

## £3,500 ANNUITY FOR LORD OXFORD.

The *Daily Sketch* reveals some of the details, so far successfully kept secret of the financial gifts recently made to the Earl of Oxford and Asquith by some of his admirers.

In addition to a capital sum of something less than £10,000, subscribed in smaller amounts, he has also been provided with an annuity of £3500.

This annuity has been subscribed in the following amounts:—

The Hon. Peter G. Larking, High Commissioner for Canada, £500 per annum; Sir Abe Bailey, £1000 per annum; Lord Inchape, £1000 per annum; and Lord Beaverbrook, £1000 per annum.

The annuity subscribers are also subscribers to the capital fund of nearly £10,000, to which Lord Reading has given £1000.

Lord Oxford and Asquith have never been a wealthy man. He might, of course, have made a fortune at the bar, but from the moment he took office under Mr. Gladstone, politics absorbed all his active interests.

## No Pension Application.

Holding office through all the early period of the War, he fulfilled a continuous term as Prime Minister longer than any statesman of the Victorian era.

He made no application for the Civil List pension, which would have been his right. The late Lord Cowdray, who was a millionaire, and an ardent Liberal, made him an annuity as a private recognition of political devotion, as well as of personal friendship.

When Lord Cowdray died recently, it was found that no provision had been made in his will for the continuance of the annuity.

The oversight came to the attention of some of Lord Oxford's friends, and the new testimonial is a consequence.

The capital sum has been subscribed by various friends, including those concerned in the annual contributions.

It will be noticed that all of four subscribers to the annuity are Conservatives.

The scheme was initiated by Lord Reading among others.

## FLYING FORCES.

Hermes Leaves Shanghai.

Shanghai, Aug. 26.

H.M.S. *Hermes* is leaving Shanghai to-morrow carrying No. 2 flight, R.A.F. These Bristol fighters are expected to be replaced shortly by other aeroplanes from Hongkong.—*Reuters*.

The P. and O. s.s. *Napure* with the English mails from Singapore is due to arrive here on Thursday morning.

## OSAKA-SHANGHAI FLIGHT.

## JAPANESE AIRMAN'S ARRIVAL.

Shanghai, Aug. 25.

A Japanese flying boat, believed to have come from Osaka arrived here at 4.30 p.m. to-day.—*Naval Wireless*.

It is presumed that the machine is the one which left Osaka on Thursday on a trial trip to Shanghai for the purpose of opening a regular mail and passenger service between Osaka and Shanghai. The aeroplane, which is of the Dorpier-Wal type, left Osaka on Thursday morning at 8 o'clock, and when last heard of had landed at Fukuoka, the pilot stating his intention of hopping off for Shanghai the following (Friday) morning.

IN RECORD TIME.

This is confirmed by a Reuter message from Shanghai, this morning, stating:

The Dorner Wal plane which left Osaka on August 25, alighted on the Whangpoo yesterday evening making the flight from Fukuoka to Shanghai in the record time of five and a half hours.

There were six persons aboard.

SEQUEL TO MEXICAN OUTRAGE.

AMERICAN LADY SUCCUMBS.

Washington, Aug. 26.

Miss Anderson, the American woman who was wounded in the bandit outrage in Mexico on August 25, when train was attacked, has died.

The American Embassy, in Mexico City has made representations for the capture of the bandits.—*Reuters' American Service*.

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IN CANTON FROM DAY TO DAY.

HEAVY FIGHTING NEAR THE BORDER.

(Our Own Correspondent.)

Canton, Aug. 26.

Advice from the northern border state that a sharp engagement broke out recently between General Fan Shek-sang's forces and those of General Chen Ka-yau, the "Red" military commander in Southern Honan.

Both sides sustained heavy casualties, but the "Red" forces were ultimately repelled.

General Fan's forces were stationed in Shing How and Yan Fa, two small towns on the Honan-Kwangtung border.

These two towns are of strategic importance, as they are the only centres through which invading troops can reach Kwangtung.

Taking advantage of a big storm and heavy rain, the "Red" forces made a sudden attack on these two towns, and surprised the garrisons there.

Several officers and men of General Fan's army were killed. One of his divisions, which was nearby, rushed to the rescue, but they were outnumbered by the Communist troops.

General Fan Shek-sang himself was further south, and being apprised of the trouble he sent more reinforcements to the succour of his troops.

The enemy were eventually driven off. About 200 "Red" soldiers and the same number of rifles were captured.

General Fan lost about 80 officers and men.

GENERAL LI'S DECLARATION.

General Li Chai-sum has now made known his attitude towards the Hankow-Nanking situation, by publication of important telegrams to the military and civil officials of the two governments.

In these telegrams, General Li and General Wong Shu-hung, urge that Nanking and Hankow should be reunited, to present a united front towards Marshal Chang Tsao-lin, and to clear the country of all "Reds" and reactionaries.

They further state that since Marshal Chiang Kai-shek insisted on resigning, his wish should be respected.

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TRY US FOR ALL FRESH & PRESERVED FOODSTUFFS—AND EVERY OTHER HOUSEHOLD WANT, INCLUDING COAL.

Deliveries to all parts of the Colony daily

WE ARE NOW ABLE TO SHOW THE FIRST RANGE OF OUR NEW GOODS FOR LADIES AND CHILDREN.

— AND —

A NICE SELECTION OF NEW FOOTWEAR STYLES.

— AND —

AFTERNOON AND EVENING WEAR.

— AND —

Wm. POWELL, Ltd.

— AND —

PURE PROVISIONS, LOWEST PRICES

TRY US FOR ALL FRESH & PRESERVED FOODSTUFFS—AND EVERY OTHER HOUSEHOLD WANT, INCLUDING COAL.

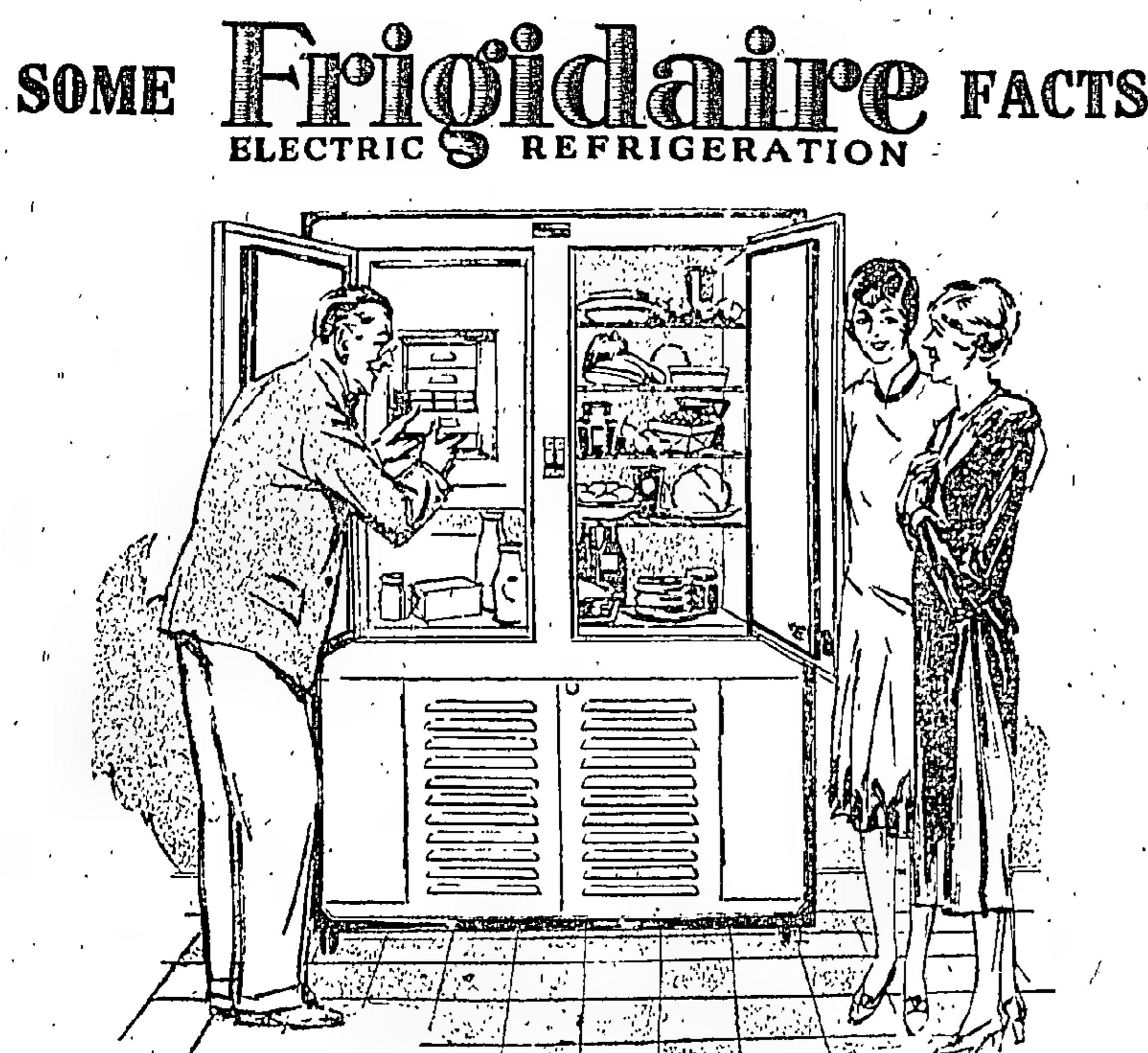
Deliveries to all parts of the Colony daily

WE ARE NOW ABLE TO SHOW THE FIRST RANGE OF OUR NEW GOODS FOR LADIES AND CHILDREN.

— AND —

AFTERNO

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1. Frigidaire furnishes mechanical refrigeration in the home.
2. It provides a high standard of refrigeration identical with that of the largest cold storage plants.
3. Frigidaire requires no thought or attention, as it is entirely automatic in operation.
4. A uniformly cold temperature, ideally suited to preserve foods is constantly maintained.
5. Foods placed in Frigidaire are kept free from the growth of molds and bacteria.
6. Health is safeguarded by the dry atmosphere and cold temperature of Frigidaire.
7. Food spoilage is prevented with a resulting saving.
8. Frigidaire not only keeps foods pure and wholesome but also improves them in quality.
9. Frigidaire freezes an abundant supply of ice cubes just the right size.
10. A wide variety of frozen desserts and salads can be made in Frigidaire.
11. Frigidaire is easily installed, requiring only a simple electrical connection.
12. Frigidaire is manufactured by the world's largest builder of electric refrigeration.
13. It is a product of General Motors.
14. Quantity production and precision in manufacture make Frigidaire a quality product at low cost.
15. There are more Frigidaires in use than all other makes of electric refrigerators combined.

SOLE DISTRIBUTORS FOR HONGKONG & SOUTH CHINA

THE UNION TRADING CO., LTD.

York Building.

Telephone C. 587.

### "SKIMPY" DRESSES TO-DAY.

WOMEN WEARING LESS BUT BUYING MORE.

£25,000,000 FOR SHOES.

The greatest development ever known in British industry has taken place since the war in the women's clothing trade. Production figures for every kind of feminine apparel have gone up by leaps and bounds, and millions of pounds of new capital are being invested in this branch of industry every year.

Women wear less to-day than they ever did, but they are better dressed than at any time in history. Their wardrobes are more extensive than they have ever been, and their dress bills are far higher than they have ever been before.

The vastness of the women's clothing industry to-day is reflected in official statistics, which show how the needs of modern women have revolutionised British industry.

One seventh of the working population is now employed in the clothing trade. There are more than 280,000 tailors in the country, and dressmakers and milliners number nearly 200,000. About 40,000 persons are engaged in the silk and artificial silk trade, and there are 24,000 lace workers.

#### Boot and Shoe Bill.

The annual boot and shoe bill of the women of Great Britain totals something like £25,000,000—representing between thirty to forty million pairs. Expenditure on silks and other dress materials runs into fabulous figures. Women are now spending about £14,000,000 a year on hats, and millions of pounds more are poured out on miscellaneous items, such as ribbons and artificial flowers required for decorative purposes.

Capital invested in the clothing trade has shown extraordinary increase in the past three or four years, during which period more than 2,200 companies have been formed, with an aggregate capital exceeding £22,000,000. Each year has shown a large increase.

The figures of capital subscribed are: 1924, £3,000,000; 1925, £4,000,000; 1926, £8,500,000; 1927 (estimate), £13,000,000.

Women of all classes are demanding that their frocks, hats, and shoes must be of the latest style. The invasion of commerce and industry by women has multiplied. The spending capacity of the sex and a large percentage of women's earnings is being spent on clothes.

#### The Appeal of Silk.

It sounds paradoxical, said Sir Woodman Burbridge, the chairman of Harrods, to a *Daily Express* representative, but the modern fashion of "skimpy" dresses has resulted in an enormously higher output of materials, and thousands more men and women—particularly women—are employed in the trade.

Perhaps the most striking increase is in silk goods. The silk trade is five times larger now than it was before the war, and it is still growing.

Silk in pre-war days was the prerogative of more or less well-to-do women. To-day every working girl wears it.

Take stockings, for instance. Every girl and woman wears silk stockings, and she needs many more pairs than she used to have when she were wool or cotton.

Such a little material is necessary for silk dresses that most women can afford them, and silk dresses need silk underwear. Even cotton and wool dresses, because there is so little material in them, need silk underneath if they are to hang well and do justice to the slim figure.

#### Dress Made in an Evening.

Every woman, rich or poor, has more dresses than she used to have. A working girl to-day can make herself a dress in an evening. Her mother would have spent weeks on it, and the dress would have been an event in her life. She would not think of having another till it became shabby. Few women these days have only one dress or one "best" and one "everyday"—they have a wardrobe.

The general level of feminine taste in dress has improved immensely too, and each dress requires its own hat, underwear, and stockings, and sometimes umbrella, shoes, and handbag as well.

The corset industry has been revolutionised, and corset-making has become a science. Although the woman of to-day is less corseted than her predecessors, she spends more on corsets. A pair of corsets used to last years. To-day it lasts months, because every woman likes the newest model.

There is another factor—evening dresses. Evening dresses with their accessories of shoes, stockings, vanity bags and wraps used to be reserved for the middle and upper classes. But every girl has them these days. A girl can buy silk for 12s. 6d. a yard, or artificial silk for less and make it up herself into an evening frock.

### AMERICA'S PLACE ON THE SEAS.

FUTURE OF THE SHIPPING BOARD.

A VISIT OF INQUIRY.

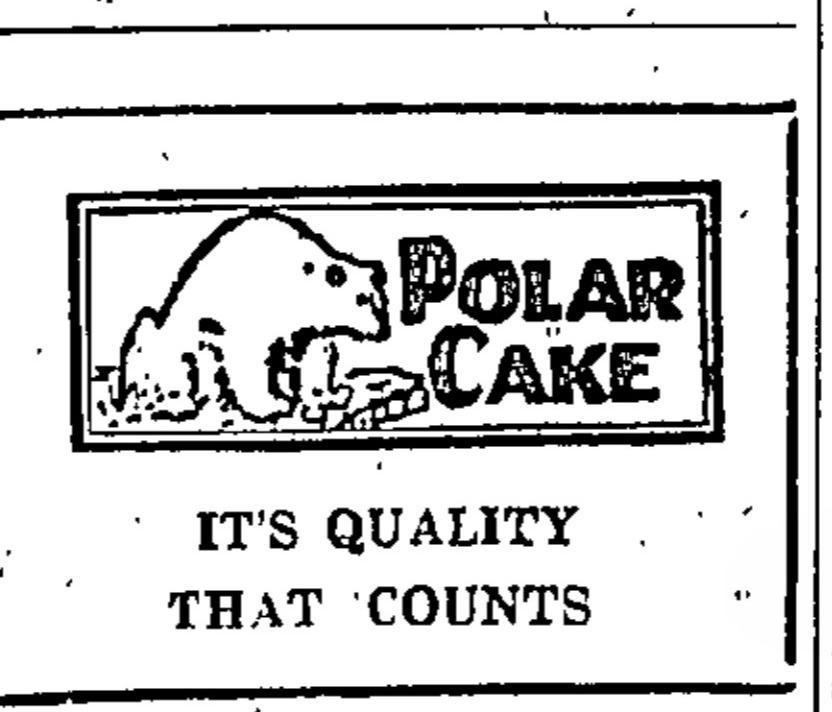
The Hon. William R. Wood and other members of the Appropriation Committee, appointed to advise the American Congress on the financial aspects of the operations of the American Mercantile Marine, have arrived in England for the purpose of making investigations, which will also extend to the Continent, into the condition of affairs of the Shipping Board.

In an interview with a representative of the *Observer*, Mr. Wood declared that the next Congress would have to decide upon a definite policy. "We have been faced," he said, "with the problem whether the Government should go on providing the money or whether we should turn the business over to a private concern, and the main object of our tour is to find out, not only the immediate necessities of the undertaking, but also the probable obligations of the future." Mr. Wood, though strongly in favour of private enterprise, had no hesitation in declaring that it would be extremely unfortunate if anything happened to deprive America of her place on the seas.

#### Flag in Every Port.

"We have our flag in every port," he said, "and it is a national obligation to keep it there. Germany is building big ships, and Italy has an ambitious programme. You British have already a great fleet of ships, and why should America lag behind?" He added that the prospect of having to build new ships to run with the Leviathan on the Southampton service had not been lost sight of. There was at present too big a difference in the size of the Leviathan and other vessels, but he added, if the new ships were to be built for practical purposes and not merely for display, he did not think they should exceed 40,000 tons, which is about 20,000 tons less than the Leviathan.

Asked whether he could give an idea of the cost to the American nation of the Merchant Service, Mr. Wood said they had appropriated about £20,000,000 dollars a year from public funds. "We started off in 1917, when the war was on, and at first the cost to the nation was about 80,000,000 dollars a year; but the amount representing the loss on operations is now about 17,000,000 dollars. We have to remember that all the time the ships have been depreciating, and one of these days the nation's contribution will have to be increased, owing to the costs of reconditioning; but I think I interpret the spirit of America aright when I say that whatever the cost we are determined to have a Mercantile Marine."



Best Brand in the Market.

NEW

## AX-BEER

This beer makes you more cheerful and vigorous.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyela"

## Oil Varnish Stains

IN

Oaks—Walnut  
Mahogany—Satinwood  
Rosewood—Ebony Black

Can be applied by anyone.  
Always reliable, never sticky.  
Non-poisonous and durable.

AGENTS:

S. C. LAY & CO.

Alexandra Building. Telephone C. 763.

Wilkinson, Heywood & Clark  
SHANGHAI.

HONGKONG.

## CARBOLINE

DISINFECTING FLUID

A TRUE GERMICIDE, DISINFECTANT AND ANTISEPTIC, BEST AND CHEAPEST.

"A PERFECT PURIFIER."

SOLD BY

The Colonial Dispensary.

14, QUEEN'S ROAD CENTRAL  
HONGKONG.

## HONG KONG WOMEN'S GUILD

AND

## MINISTERING CHILDREN'S LEAGUE.

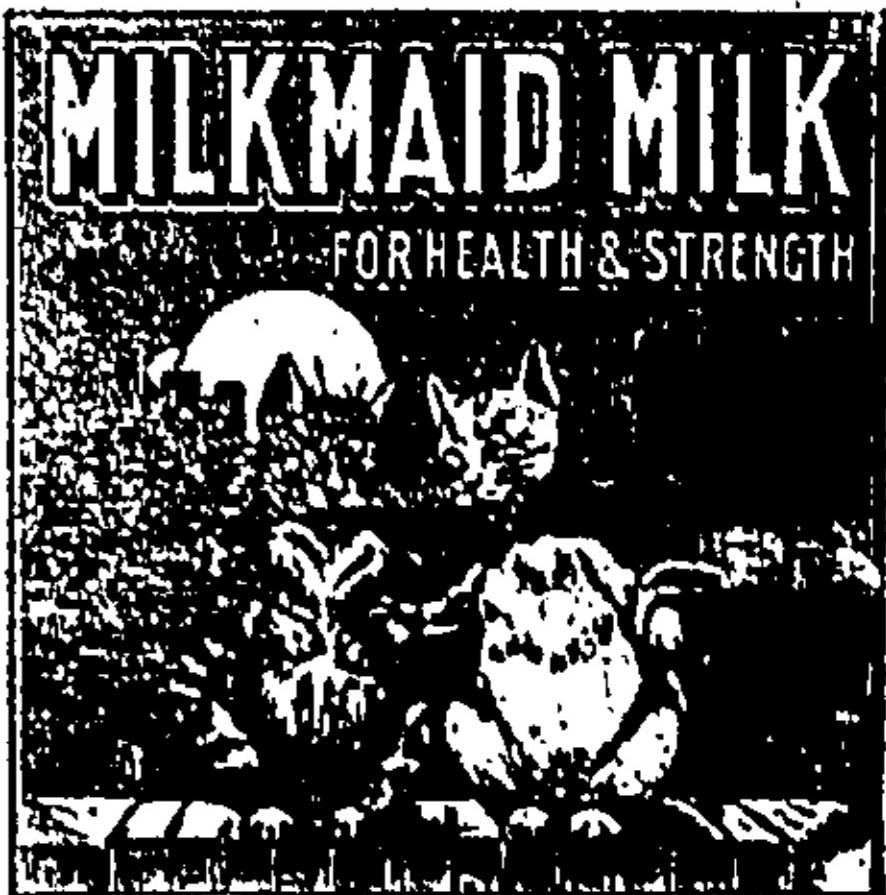
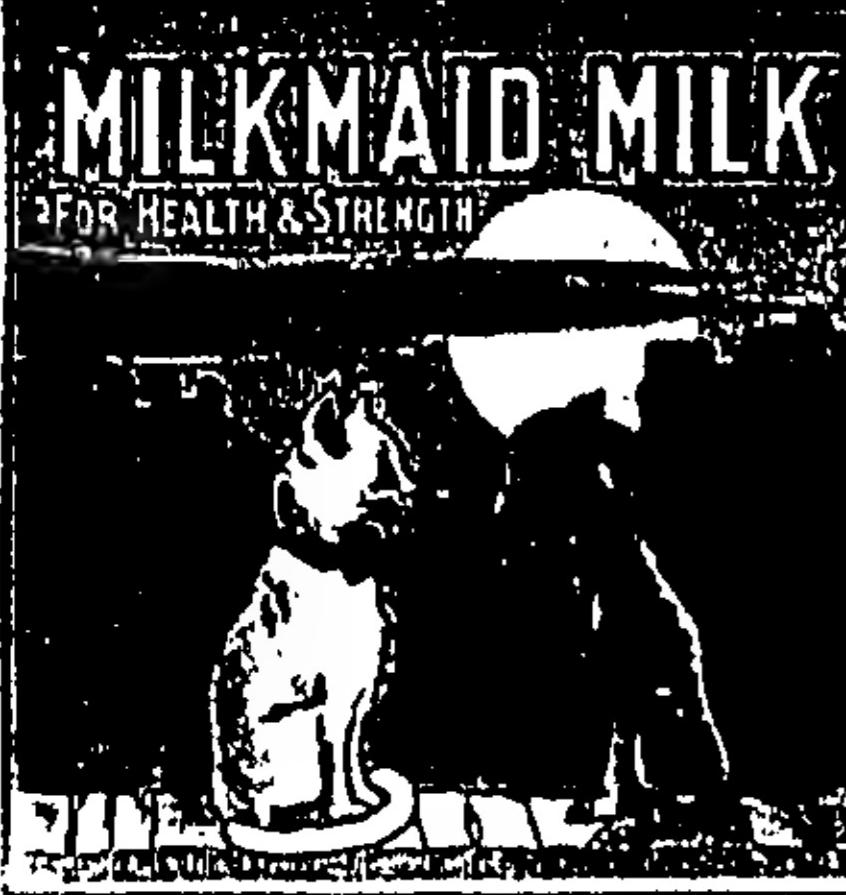
## "Fun o' The Fair"

WILL BE HELD AT

LEE GARDENS,

on SATURDAY, OCTOBER 1st.

To be opened by LADY CLEMENTI, M.B.E. and under the distinguished patronage of HIS EXCELLENCY, SIR CECIL CLEMENTI, K.C.M.G.



## FAIRY LAMP SHADES.

## MANY PERIOD DESIGNS.

The mention of Bohemia conjures immediately a vision of glass. In these post-war days we hear nothing of Bohemia, but under its perhaps less romantic name of Czechoslovakia it still sends us its beautiful and artistic glassware. And it is in the production of lampshades that these craftsmen are excelling themselves.

Silk lampshades are invariably expensive and always extravagant, for they collect dust so quickly, but they spread that much-desired "diffused" lighting effect. It is just that effect that has been reproduced by these newest of glass shades. It is called satin-finished glass, and when illuminated, short of touching it, it is difficult to realize that it is not silk.

Then there is another delightful variety that unilluminated appears to be delicate china, and perhaps most delightful of all, there is the craquelé glass. As its name implies, the surface is covered with a network of what seem to be fine cracks. Actually the surface is smooth, but the effect is similar to the fine lines seen on batik work.

Both shades and colours are in bewildering confusion, and there is no furnishing scheme that cannot be suited. For half there is a charming enclosed lantern. Its inspiration is of the Far East, both in shape and ornamentation. The former is pagoda-like, and the latter shows a Japanese girl in bright kimono.

There are Dutch scenes to link up with your tiles or your pictures, and the colours are so soft as to be in complete accord with the tranquility that is always expressed, in Dutch art. Perhaps you have some lacquer pieces; then the Chinese shades with their frosted surfaces and glowing tints will delight you. Or if you are truly English in your tastes, then there are shades without number which just whisper Chippendale, Sheraton, Hepplewhite.

Known as the incurved bowl is a lampshade intended for lighting the dining table. It makes a change from the inverted bowl, which is, of course, at its handsomest in the sitting-room. The former offers the same advantages, inasmuch as it completely shields the eyes of the diners while allowing a pool of light to illuminate the table.

A shade that is as gay by day as it is by night is of an all-over

## HIGH STANDARD OF TENNIS.

## WHEN YOU JOIN A TENNIS CLUB.

The new member should join a club where she has friends with whom she can be sure of arranging some sets. She would have little success if she turned up casually in hopes of being able to make up a double, or even a single, with any strangers in the pavilion. Members of a club usually fix up between themselves to meet and play at settled times, and it is not good club manners to force oneself upon older members.

If two or four friends join together, they have every chance of taking advantage of the club facilities.

## Modern High Standard.

Tennis clubs in these days, when everybody is keen admirer of Senorita de Alvarez or Borotra, are wont to seem somewhat exclusive to the would-be new member. She must prove that she is capable of putting up a good game before notice is taken of her. Club courts are not the place to practise volleying or to try to improve poor service, while other members are eager to play some serious sets.

Through her friends she will soon meet others of her form. It is scarcely to be expected that the club's star players will show interest or enthusiasm in a newcomer if she had not had their practice.

## Getting Known.

If she is a promising player and enters for the club tournaments, she has opportunity of knowing the rest whose names are on the list. This is, indeed, the quickest method of becoming known to the better players in a club.

Self-control and good temper on the courts are most important assets. To show annoyance at a partner's mistakes, or to betray chagrin at the prospect of being beaten, is not only exceedingly bad form, but earns the member an unenviable reputation, and if sharp words as spoken, draws the censure of the secretary, as the former will find to her cost.

pattern in chintz: another embodies the rich tawny tones of autumn leaves, and a third the simplicity of the daisy. An exquisite rose design on a hanging bow is so delicate that it is difficult to realize that the flowers are not real, and little country scenes glow on lamps intended for town dwellers.

## GEORGETTE AND LACE.



Beige georgette with the yoke, sleeves and hem of matching lace.

## WOMAN'S WORLD

## SELECTIONS FROM LATEST PARIS HATS.

## POPULARITY OF SMALL MODEL.



A study in points—black felt, with brilliant-set triangular buckle in front.



A delicate green straw from Lewis—trimmed with a green flange and green foliage.



Severely plain and circular is this navy blue felt—admirable with a blue tailleur.



Square across the forehead is this tan felt, trimmed with a fluffy tan pompon.

pleased her so much that she was an easy victim for a model of felt, absolutely untrimmed, in navy blue, which she desired was just what she ought to have to wear with her new blue tailleur—of course you know navy blue is extraordinarily smart this year, and it is surprising how many smart Parisiennes who never deserted black before, have stepped in line for navy blue.

Gloria is so pretty that she likes to do perfectly daring things in millinery, and to wear trying models that would make most women look like an appeal for help. I'm sending you photographs of some she selected that are absolutely uncompromising as to line and geometric as to cut, but quite chic.

The straw model is from Lewis, and comes in a delicate green shade with a circular flange of green across the front and a bit of green foliage, of a much deeper tint than the ribbon, finishes one side. That plain circular line

You should see me in this hat! I am unbelievable in it. I had to remove it quickly to convince myself that it wasn't really so, that

## THIS WEEK'S RECIPE.

## APPLE ICE CREAM.

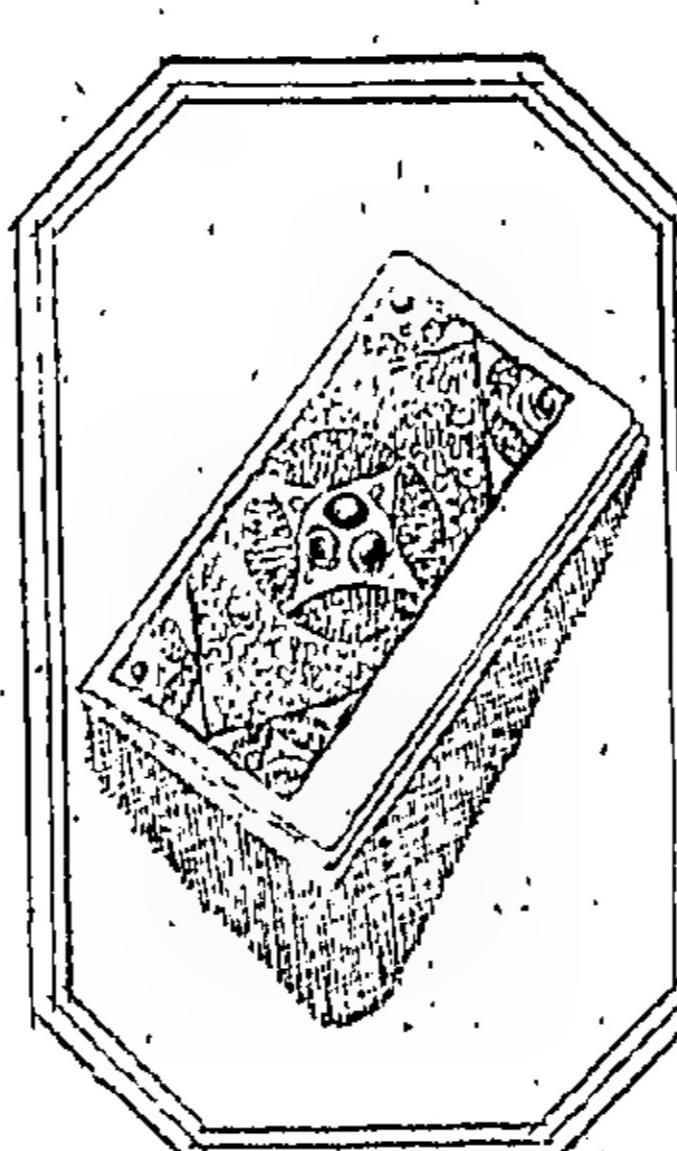
One pint milk, 1 pint thin cream, 2 cups apple pulp, 1½ cups sugar, 1-8 teaspoon salt.

Combine milk and thin cream and scald in double boiler. Add sugar and salt and cool. Bake seven or eight tart apples. Scrape out pulp and put through a ricer. Add to cooled milk and sugar mixture and turn into freezer. Freeze to a "mush" and add cream whipped until stiff. Or the whipped cream can be added just before freezing. This ice cream can be frozen with or without stirring. If frozen with stirring use 3 parts ice to one part salt. If frozen without stirring use 4 parts ice to one part salt and let stand four hours.

## Keeping Lemon Rinds.

Lemon rinds, thinly peeled, dried in the oven, powdered and sifted, will keep, in well-corked bottles. Lemon rinds may be used to flavour delicate stews of poultry, veal or lamb, or for veal forcemeat.

## FOR EVENING.



Silk envelope bags for evening are very smart at the moment—this is of magenta faille, embroidered in gold and blue.

## SPLASHED STOCKINGS.

The old saying insists that prevention is better than cure. But where mud-splashed stockings are concerned the prevention idea does not appeal very much to the feminine mind, judging by the continued popularity of low-cut shoes for wet weather. So now comes the cure. It takes the form of a small cake of a special mud-removing preparation which can be carried in the handbag. One application of this preparation to the mud splash and the stain disappears. It is direct and simple in use and needs no preparation.

## New Theatre Wraps.

Many of the new theatre wraps have high collars of pinkish-beige ermine—or rabbit. These collars follow the form, more or less modified, of the marvellous ermine collar launched by Mac Murray when last she was in Paris. That was an extravagant affair which made an adorable frame for a pretty woman's head and hair. The outline is "Medici" and this pinkish-beige ermine is at its best when combined with silver lame and chiffon of the exact tint of the collar.

## A BOOK ABOUT DANCING.

## WHEN IT WAS FRIVOLOUS BEFORE.

Many books are written on the subject of modern dancing; it is a pleasure to turn to one which concerns dancing, without emphasis on "modern" or "old-fashioned" and without any extremes of criticism. Such a book is "Better Ballroom Dancing," by Mr. Edward Scott (Eveleigh Nash and Grayson, 2s. 6d.). Mr. Scott's memories go back a long way. Yet "I do not remember any time when ballroom dancing, as generally practised, has impressed me as being really good." Mr. Scott thinks that in Elizabeth's "spacious days" dancing was probably very good indeed, and quotes Soden's "Table Talk" to show that in King Charles's time there was "nothing but trenchmore and the cushion dance, omnium gatherum, tolly-poly, hoite cum toits," which, as Mr. Scott observes, "does not convey a very dignified impression."

## Antics That Destroy Art.

"There is much that is beautiful in all forms of conscientious art, whether of the present day or any former epoch, and much that is ugly in the spasmodic productions of destructive innovators... We should therefore exercise a certain amount of tolerance towards efforts that we do not ourselves approve so long as we believe them to be sincere, but as regards what we know to be mere 'tongue in the cheek' stuff, there is no call to suppress honest indignation." The author naturally did not care for the "rags," "hugs," "jazz rolls," and other absurdly named objectionable antics" that were popular a few years ago. He regretted the quieter and more sedate style of movement that followed this phase because it lacked the element of spontaneity and was too mechanical, "suggestive of the drill-sergeant rather than the genuine dancer."

## The Indefinite Foxtrot.

Mr. Scott writes interestingly of the foxtrot, "perhaps the most indefinite of all indefinite dances," and of the tango, which "unlike the foxtrot, is a dance with a very distinctive musical rhythm and an interesting but not altogether reputable history."

He is frank about his own enthusiastic preference for the genuine waltz. When the author was a very young man the indignation of the Aberdeen Presbytery, he tells us, was aroused by the "close-boomed whirlings" of the waltz and other dances.

After that phase it became the fashion for the man to hold his partner at arm's length.

## A MATCHING PARASOL.



Blue, pink and lavender chiffon, complemented by a very feminine Victorian parasol.

## WALKING FOR HEALTH.

## AND ALSO FOR BEAUTY.

Walking makes for grace both of movement and carriage, and the woman who can walk gracefully is never awkward in moving about the house. The reason the average town-dweller walks so indifferently is due to the fact that there is so little opportunity for real walking. Getting through a crowded street as best one can is no practice. To walk properly one must have space to move at the same rate and with the same gait all the time one is walking.

Many more women would take summer walking tours if they did not fear that the fatigue entailed would mar the enjoyment of the holiday. But there is no reason why this should be so, if a few simple rules are followed.

Unless the tour is fixed up in a great hurry, the would-be pedestrian should treat her feet to a few special foot baths to harden them, and make them less susceptible to blisters and soreness. Such a bath can be made by adding two teacupsfuls of common salt to a footbath of hot water, and one such bath given night and morning for a week or ten days before the tour starts.

Every morning before setting out for the day's walk the feet should be plunged into cold water for a second or two, and while still wet, well lathered with soap both on the soles and sides, and especially over the heels, to prevent chafing.

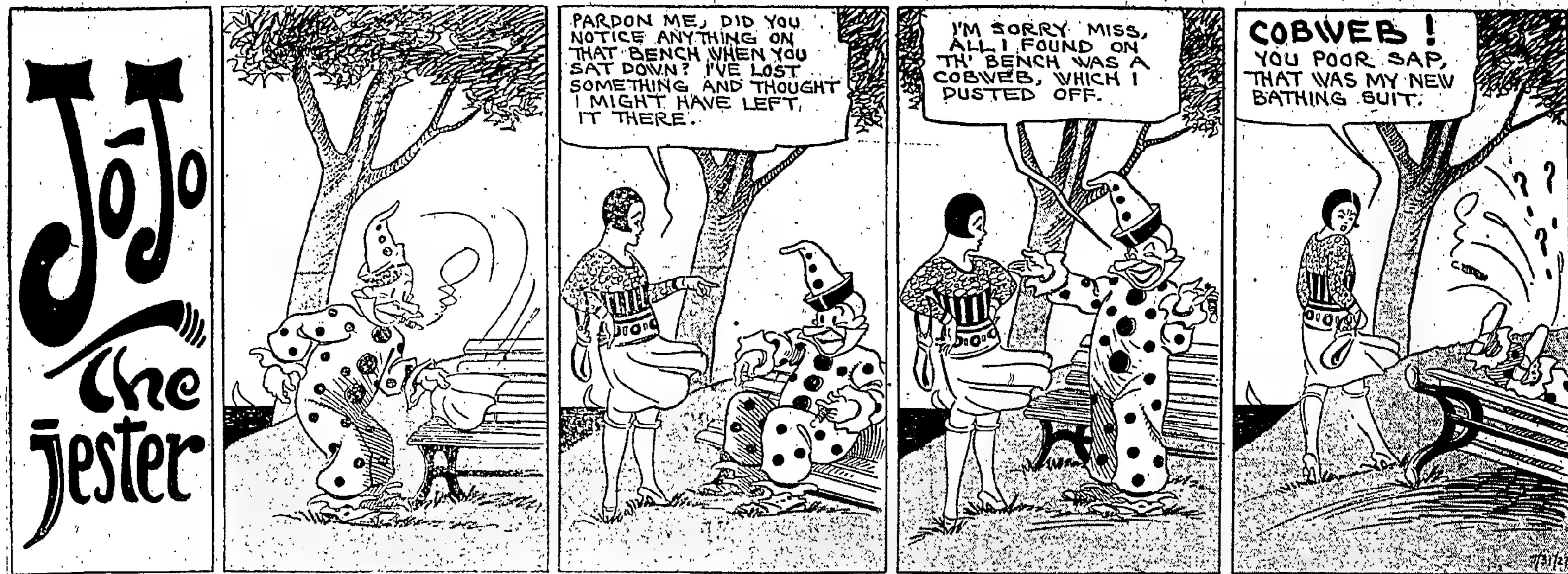
Every night after the hot water and salt foot-bath, which should never be omitted during the tour, look the feet over, and if there is any sign of redness or inflamed spots on the soles or heels, a little vaseline should be gently rubbed in.

## Suitable Shoes.

Never attempt to walk long distances in high-heeled shoes. Choose shoes which, while fitting comfortably, are not too large. Blisters invariably result from a shoe that is too large, as in such a case there is bound to be uncomfortable friction at the heels. A comfortable shoe with a thick sole and a low broad heel, and sports stockings that fit perfectly are also necessary if one is to be really comfortable.

Dinner dresses of black lace and chiffon have touches of flesh chiffon at neck and sleeves. Sometimes pearl or rhinestone trimming is used on the pink.

Tucks are one of the most popular forms of trimming on the crepe frocks, often in groups, scalloped or stitched distinctively to give an absolutely new effect.



## SALESMAN SAM



**WHITEWAYS FOR STANDARD VALVE**



## COUNTY CRICKET.

## LANCASHIRE LOSES THE LEAD.

## BEATEN BY SUSSEX.

What is probably the most sensational result in the county Championship this season was the defeat this week, at the hands of Sussex, of last year's winners by an innings and 196 runs. In neither of Lancashire's innings could they muster more than 100 runs and in the two attempts they only scored 175 runs.

Coming at this vital stage of the championship race, Lancashire's defeat may possibly cost them the premier place. Notts, by virtue of her victory over Glamorgan, takes first place and with only two matches remaining looks like winning the championship for the first time within the last ten years.

The results of the other matches have little bearing on the championship table, it now resting almost entirely between the two leaders as to which County will be successful.

The chief individual performances were:

Batting.  
Holdsworth (Sussex) ..... 154  
Leyland (Yorks) ..... 127  
A. E. Gilligan (Sussex) ..... 103

## Bowling.

Parker (Gloucester) ..... 7 for 38  
Tate (Sussex) ..... 6 for 28  
Root (Worcester) ..... 6 for 75  
Browne (Sussex) ..... 4 for 21  
Mills (Gloucester) ..... 3 for 23

## LANCASHIRE BEATEN.

Sussex Trundlers Prove Almost Unplayable.

Sussex, a county with a somewhat indifferent record to date, has the distinction of being the only side to claim a victory against last year's winners of the Championship, winning at Eastbourne by an innings and 196 runs. The scores were—

Lancashire: 99 and 76.  
Sussex: 371.

Although Lancashire were dismissed cheaply in both innings, there were no bowling performances of note against them in their first knock. In their second innings Browne and Tate took all the wickets. The former captured four for 21 runs while the latter took six for 23.

Holdsworth and A. E. Gilligan each scored a century for Sussex. Holdsworth claimed 159 of the runs, while the skip contributed 103.

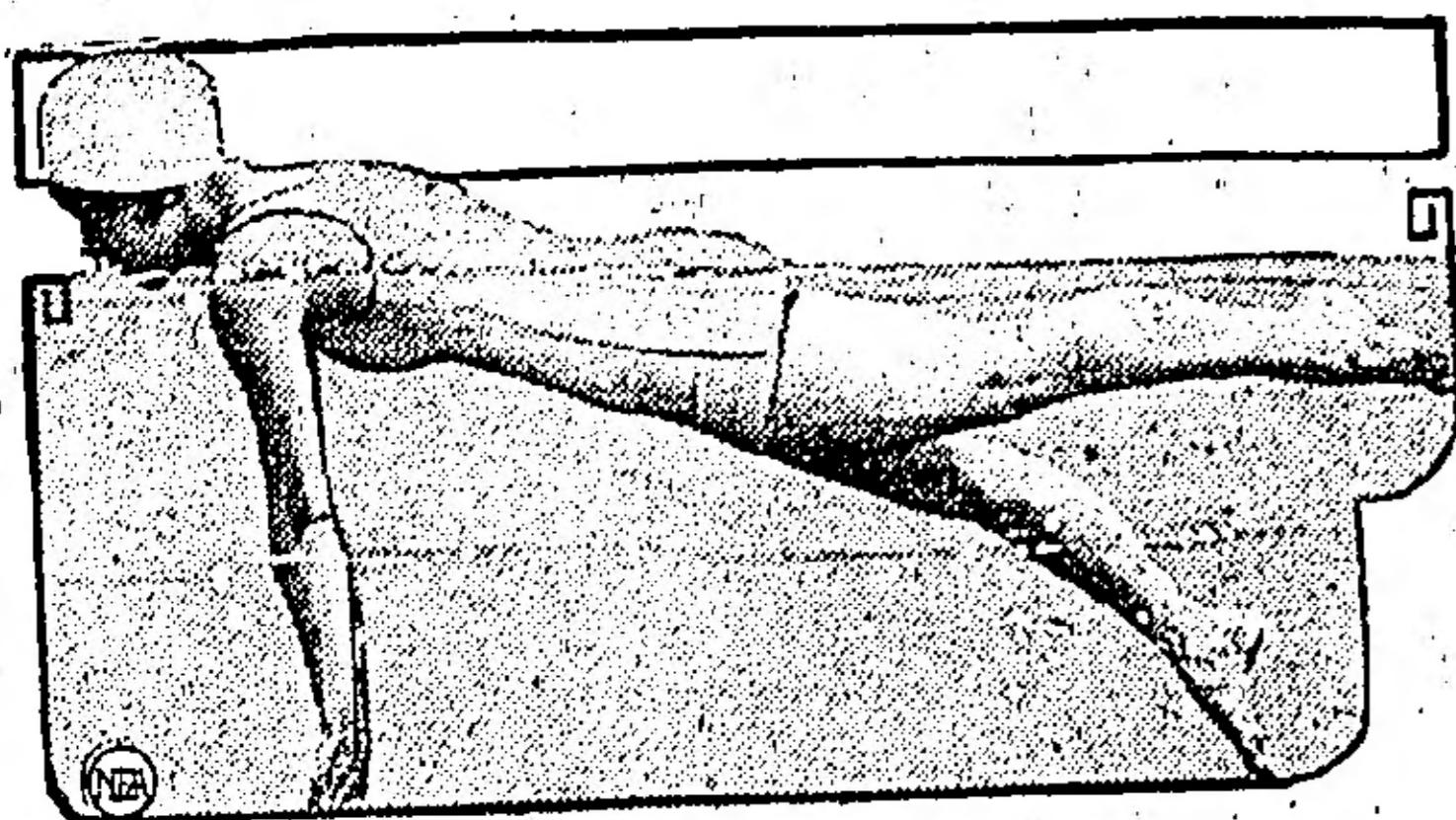
## Championship Table.

The positions of the four leading counties are as follows:

	Won	Lost	1st	1st	No.	Pts.	Pts.	Per.	
	P.	W.	L.	In.	In.	Res.	Pos.	Obt.	Per.
Notts	26	11	2	8	4	1	208	144	69.23
Lancs.	27	10	1	10	5	1	216	149	68.98
Derby	19	8	2	2	3	4	152	99	65.13
Yorks	27	9	3	6	2	216	132	61.11	

## SWIMMING SIMPLIFIED.

SCISSOR KICK OF LEGS IS MERELY ONE LEG MOVING UP, OTHER DOWN.



All crawl stroke swimming leg drives are the combination of the so-called scissor kick, which can best be described as "a front and back opening and closing of the legs. One leg moves up as the other moves down, each going all the time without stop or pause."

A good way to practice the leg thrash is to lie face downward in the shallow water, hands on bottom, or if you are in a swimming pool hold onto the side of the pool, with the legs straight out.

Practice thrashing them up and down. Have the knees straight, but let the legs relax somewhat. The feet should be separated about six or eight inches.

Start slowly at first, until you master a steady and even thrash.

Practice until you can quicken the kick, until you are able to churn the water considerably.

Your only real care or worry is to see that the legs are set in motion before the arms and to see that they follow closely the back and forth roll of the body.

## U.S. LADIES TENNIS.

## MRS. MALLORY BEATEN.

Forest Hills, Aug. 26. In the National Lawn Tennis Championship, Mrs. Chapin beat Mrs. Mallory (champion), 6-3, 1-6, 6-4.—Reuter's American Service.

## "Our Betty" Still In.

London, Aug. 26.

Notts now leads in the fight for Championship honours and, with only two more matches to play, they have good chances of remaining at the top till the end of the season.

In their match against Glamorgan at Nottingham, the home team won by 122 runs. The scores were:

Notts: 225 and 269 (for 9 wickets declared).  
Glamorgan: 175 and 197.

## GLOUCESTER'S BIG VICTORY.

Worcester Defeated by Nine Wickets.

Worcester entertained Gloucester and suffered defeat by the big margin of nine wickets. The score was:

Worcester 222 and 92.  
Gloucester: 301 and 14 (for one wicket).

Parker, who recently took his 2,000th wicket in first class cricket, again proved the mainstay in Gloucester's attack and, with the able assistance of Mills, made victory certain for his county by taking seven wickets for 38 runs in Worcester's second innings. Mills captured the other three wickets for the cost of 23 runs.

For the losers, Root returned the best average, claiming six wickets for 75 runs.

## YORKSHIRE DRAW.

Some Heavy Scoring at Leyton.

Only ten wickets fell during the course of the match between Essex and Yorkshire at Leyton. The match was left drawn. The scores were:

Yorkshire: 249 (for 5 wickets declared).  
Essex: 128 (for 5 wickets).

Leysland, for Yorkshire, contributed 127 runs.

## RAIN AGAIN.

Matches Abandoned.

Neither the match at the Oval nor that played at Lord's was finished, rain interrupting play during the early stages of the game. Both the Surrey-Leicester and the Middlesex-Kent match will, therefore, count in the championship.

In the Oval match, Leicester had scored 90 runs for four wickets when rain fell and the match was abandoned.

At Lord's, Kent batted first and declared after knocking up the total of 199 for three wickets. Middlesex replied with 46 for three when play was interrupted.

## A £144,726,000 COMPANY.

The Standard Oil Company of New Jersey is one of the world's giant concerns, says a Home paper, discussing the recent Petroleum controversy.

It controls companies producing in nine American States, Peru, Colombia, Mexico, Rumania, Poland, Canada and the Dutch Indies. Its fleet has a total tonnage of over 900,000 tons. Its capital is \$83,630,475 (approximately £120,726,000) in common stock and 120,000,000 dollars (roughly £24,000,000) in debentures.

The Standard Oil Company of New York does not operate oil-producing properties directly, but through subsidiary producers in the principal American oilfields.

It was acquired by the Standard Oil Co. (New Jersey) in 1899, but was segregated in 1911 following the decision of the American Supreme Court that the latter combination violated the anti-trust laws. Its refineries have a capacity of over 150,000 barrels a day.

The Royal Dutch Company has a capital of approximately £50,000,000. It is registered in Holland. It owns 60 per cent. of the capital of the Batavia-Petroleum Company and the Anglo-Saxon Petroleum Company, the other 40 per cent. being owned by the Shell Transport and Trading Company (Limited).  
The Oil Magnates.

It produces oil in Dutch East Indies, Sarawak, Egypt, Rumania, Mexico, Trinidad, Venezuela, &c.

The Vacuum Oil Company is mainly a refining company. It has a capital of approximately £14,000,000. It does a large export business.

The Rockefellers, led by "Jawn D.", are the great oil magnates of the United States, with family fortunes which seem like the figures of the National Debt. They are the money power of the various Standard Oil Companies, but nowadays do not appear on the directorates. They are at the centre of American oil production, which means that they are dominant in the world supply.

In 1926, for instance, American crude petroleum production was 102,649,000 metric tons and the world's 145,190,647 metric tons.

Sir Henry Deterding is the biggest figure in the oil world of Europe.

A cricket match was played at Alton (Hampshire) recently, when a team composed entirely of members of the Eggars' family played Eggars' Grammar School. The Eggars family are lineal descendants of John Eggar, who founded the grammar school in 1640. The Eggars family scored 124 and the School 116.

## LEARNING'S MARTYRS.

## M.P. WANTS INCREASE OF 275 PENSION.

## DAVIS CUP.

## FRANCE QUALIFIES TO MEET AMERICA.

Boston, Aug. 26.

France beat Japan in the Davis Cup inter-zone final. Burynon and Cochet beat Harada and Ohta 9-7, 6-1, 6-2.

Reuter's American Service.

## BIG OIL COMBINES.

A £144,726,000 COMPANY.

The Standard Oil Company of New Jersey is one of the world's giant concerns, says a Home paper, discussing the recent Petroleum controversy.

It controls companies producing in nine American States, Peru, Colombia, Mexico, Rumania, Poland, Canada and the Dutch Indies. Its fleet has a total tonnage of over 900,000 tons. Its capital is \$83,630,475 (approximately £120,726,000) in common stock and 120,000,000 dollars (roughly £24,000,000) in debentures.

Mr. Churchill said the question should not be raised at question-time because it was really a matter for debate.

Mr. Harris asked whether consideration had been given to the increased cost of living in fixing these grants.

Mr. Hurd asked whether he regarded £75 a year as adequate recognition to a person who had rendered devoted service to science which sometimes involved the loss of a limb.

Mr. Churchill said the question should not be raised at question-time because it was really a matter for debate.

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A gold dagger and other treasures from Ur of the Chaldeans (the birthplace of Abraham in Mesopotamia) are now on view daily at the British Museum. Mr. C. L. Woolley, leader of the expedition to Ur resumes operations there in October, and hopes as in former years, to be able to send to each subscriber of £1 more a souvenir in the shape of pottery, beads or other objects that may be put down.

Mr. Churchill said the sum was very small which the Prime Minister had power to divide, but if it were decided by the House that the amount should be revised some motion would have to be put down.

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Pres. Cleveland Tues., Sept. 27th Pres. Madison Wed., Oct., 5th  
Pres. Pierce... Tues., Oct. 11th Pres. Jackson Wed., Oct., 18th

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Pres. Jefferson... Aug. 30th, 6 p.m. Pres. Grant... Sept. 13th, 6 p.m.  
Pres. Lincoln... Sept. 5th, 6 p.m. Pres. Hayes, Tues., Nov. 8, 6 p.m.

To MANILA

Pres. Garfield... Aug. 30th, 8 a.m. Pres. Harrison Sept. 13th, 6 a.m.  
Pres. Jefferson... Aug. 30th, 6 p.m. Pres. Grant... Sept. 13th, 6 p.m.  
Pres. Lincoln... Sept. 5th, 6 p.m. Pres. Cleveland Sept. 19th, 6 p.m.

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TSINGTAU Swatow & Shai Yatshing Sun. 28th Aug at 10 a.m.  
CANTON... Hopsang Tues. 30th Aug at 6 a.m.  
TSINGTAU Swatow & Shai Waishing Wed. 31st Aug at 10 a.m.  
STRAITS & Calcutta... Fooksang Thurs. 1st Sept at 3 p.m.  
TIENTSIN... Chipping Satur. 3rd Sept at 3 p.m.  
TSINGTAU Swatow & Shai Hopsang Sun. 4th Sept at 10 a.m.  
STRAITS & Calcutta... Kutsang Mon. 5th Sept at 3 p.m.  
TSINGTAU Swatow & Shai Chaksang Wed. 7th Sept at 10 a.m.  
OSAKA Amoy, Moji & Kobe Laisang Fri. 9th Sept at 7 a.m.  
TSINGTAU Swatow & Shai Kwaisang Sun. 11th Sept at 10 a.m.  
STRAITS & Calcutta... Namsang Mon. 12th Sept at 3 p.m.

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M.V. "AGRA" ... ... ... ... 15th October  
M.V. "SUMATRA" ... ... ... ... 3rd November  
M.V. "JAPAN" ... ... ... ... 20th November  
M.V. "FORMOSA" ... ... ... ... 10th December  
FOR SHANGHAI and JAPAN PORTS.  
M.V. "SUMATRA" ... ... ... ... 24th September  
M.V. "JAPAN" ... ... ... ... 10th October.

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### FOOTBALL CLUB.

#### MENACE OF THE OLD TRESTLE STANDS.

The annual meeting of the Hongkong Football Club was held at Messrs. Jardine, Matheson and Co. Ltd. last evening under the chairmanship of Mr. J. McCubbin. The report and accounts were adopted and the chairman proposed Mr. F. C. Hall as President for the coming year, saying that he was one of the oldest members of the Club and one with whom it was a real pleasure to work. Nothing was a trouble to him and he had always shown by his presence and his work that he had the interests of the Club at heart.

The nomination was enthusiastically received and carried, Mr. Hall expressing thanks, saying that he had been a member of the Club for 23 years and had played both rugger and soccer.

Other officers elected were:—President, Mr. F. C. Hall; Vice-President, Mr. G. M. Shaw; Chairman, Mr. A. T. Hamilton; Hon. Secretary, Mr. H. M. MacTavish; Hon. Treasurer, Mr. D. J. Purves; Captain, Association eleven; Mr. C. W. Bishop, Vice-Captain; Mr. A. McBride, Captain, Rugby; Mr. A. C. D. Walsh, Vice-Captain; Mr. F. L. Foster. The General Committee was elected as follows, Messrs. J. McCubbin and C. B. Robertson (soccer) and Messrs. J. Ralston and S. J. Jordan, (rugger).

#### Reference to Mr. Logan.

With regard to the selection committee Mr. Linaker suggested that it should be elected at a general meeting and not by the committee. Mr. Hall said he thought it was better for the players to form their own committee as it was up to the players themselves to pick the team. Mr. Linaker said he thought the players ought not to select themselves.

It was decided to appoint the committee at the meeting. Messrs. F. Black and R. Logan being elected.

The Chairman said the meeting could not close without some reference to the death of one of their most promising members. He referred to Mr. D. C. Logan who had recently passed away. Mr. Logan was a

worthy son of a worthy past President of the Club, and one with whom he was very intimate. Mr. Logan was one of the finest men it had ever been his privilege to meet. That he was taken away in the prime of his life was a matter of the greatest possible regret. Continuing, Mr. McCubbin said that in expressing sympathy with Mr. Logan's parents he was voicing the sympathy of all members of the Club. The secretary was instructed to make a note on the minutes of the expression of sympathy which had been voiced by the members.

#### Three Life Members.

Mr. McCubbin referred to life members of the Club and said that as far as he knew there were no life members at present. He therefore proposed that the Hon. Mr. A. O. Lang, Mr. W. Logan and Mr. R. J. Wilton, three men who during their time in Hongkong had done a great deal for the Club, should be elected life members. The proposal was seconded and carried.

Mr. Lyon asked for information with regard to the Government's plan of alterations at the Club's ground. Mr. Hall said the Public Works Department had taken great exception to that wonderful scheme the Chinese had of erecting trestle stands on the ground. The Club had received notice that such stands would not be allowed and that proper stands must be erected. If the Club did not do the work the Government would.

#### Rugby Impossible.

The Club would therefore erect stands and he believed it was the proposal of the incoming committee to make a small charge for admission to them. Stands could not be put further back as they would encroach on other club's grounds. In the circumstances he thought the arrangement would preclude all possibility of rugby being played on the ground.

The trestle stands constituted a great menace. The new ones would enable the crowd to be controlled and would prevent spectators from rushing across the field. The Government had been very accomodating in the matter and had given the Club every assistance.

Mr. Linaker's proposal that honarariums of \$400 and \$100 respectively should be granted to the Hon. Secretary and Hon. Treasurer respectively was carried.

Mr. Howell suggested that the League should be approached with a

### BAND CONCERT.

#### PROGRAMME FOR SUNDAY AT KOWLOON DOCK.

The following is the programme for the band concert to be given at the Kowloon bathing beach on Sunday by the band of H. M. 1st Batt. the Cameronians, by kind permission of Lt. Colonel E. B. Fergus, D.S.O. and officers.

The conductor will be Mr. Horace E. Dowell, L.R.A.M.

1. Overture, "Zampa" (Herold)

2. Cornet Solo, "My Ain Folk" (Lemon).

3. Excerpts from the opera "Carmen" (Bizet).

4. Intermezzo, "The Butterfly" (Bendix).

5. Hungarian Rhapsody, "No. 1" (Liszt).

6. Humorous Variations on "Three Blind Mice" (Lotter).

7. Czardas, "Spirit of the Woods" (Grossmith).

8. National Fantasia on "Scottish Aires" (arr. Godfrey).

The Cameronian Rant.

God Save the King.

One of the most important parties to visit Canada during the present summer will be a group of British newspaper publishers and editors due in Quebec to tour the country from coast to coast.

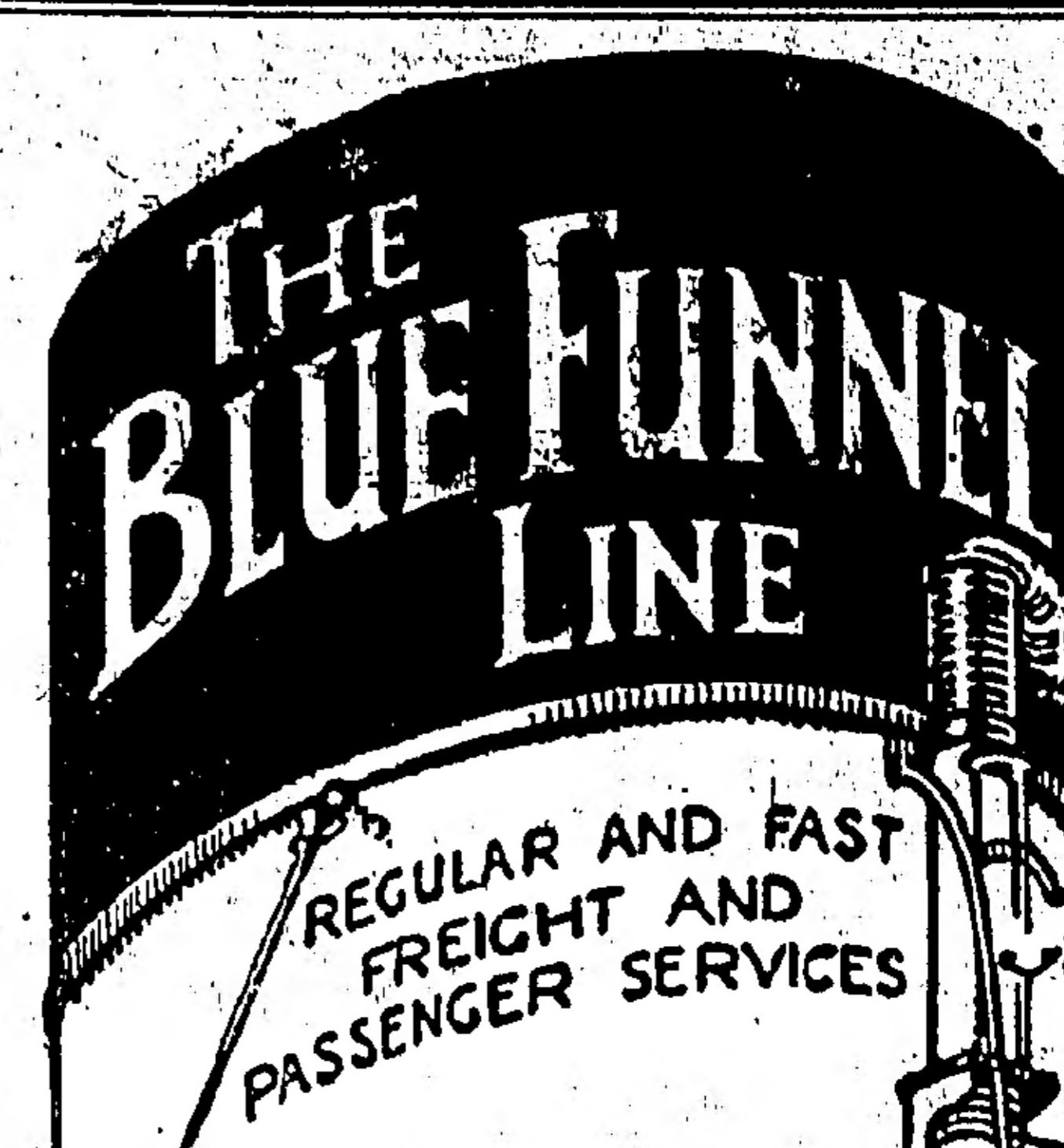
There will be about a hundred in the party. The visitors will arrive in Quebec on the Canadian Pacific steamer Montrose. The Dominion Government, the Provincial Governments and the municipalities through which the visitors will pass are participating in arrangements.

view to arranging a later start for second team matches during the early part of the season. The secretary was instructed to deal with the matter.

The meeting concluded with votes of thanks to the Chairman, the auditors, Messrs. P. Hennessy Smith and W. L. Alexander, and to Messrs. Jardine Matheson & Co. Ltd.

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"NELEUS" 24th Sept. London, Rotterdam & Hamburg  
"HECTOR" 5th Oct. Marseilles, London, R'dam & Glasgow  
"Call at Gaslandine."

### LIVERPOOL SERVICE

"TEUCER" 23rd Sept. Genoa, Havre, Liverpool & Glasgow  
"LYAON" 29th Oct. Genoa, Havre, Liverpool & Glasgow  
"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow

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"THESEUS" 25th Oct. New York, Boston & Baltimore

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"PATROCLUS" 28th Dec. Singapore, Marseilles & London

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EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPERESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPERESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPERESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12
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NOVARA	6,989	10th Sept.	Marseilles & London
KIDDERPORE	5,334	15th Sept.	Straits, Colombo & Bombay
*DEVANHA	8,155	17th Sept.	M'les, L'don, A'worp & Hull
KHYBER	9,114	1st Oct.	M'les, L'don, A'worp & Hull
NYANZA	7,023	12th Oct.	Straits, Colombo & Bombay
MALWA	10,986	15th Oct.	M'res, L'don, A'worp & Hull
KASHMIR	8,985	29th Oct.	M'res, L'don, A'worp & Hull
MACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London

\*Calls at Port Sudan. Does not carry 2nd class passengers.

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TANDA	6,956	2 Sept. 4 p.m.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	30th Sept.	Island, Townsville, B'stane.
ARAFURA	6,000	28th Oct.	Sydney and Melbourne.

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ST. ALBANS	4,500	6th Sept.	Moji, Kobe, Osaka & Yoko
TILAWA	10,006	6th Sept.	Amoy, S'hai, Moji, Kobe & Onaka
MALWA	10,986	16th Sept.	S'hai, Moji, Kobe & Yoko
NYANZA	7,023	22nd Sept.	Shanghai, Moji & Kobe
KASHMIR	8,985	30th Sept.	S'hai, Moji, Kobe & Yoko
ARAFURA	6,000	4th Oct.	Moji, Kobe, Osaka & Yoko
MACEDONIA	11,120	15th Oct.	S'hai, Moji, Kobe & Yoko
MONGOLIA	16,504	29th Oct.	S'hai, Moji, Kobe & Yoko
MANTUA	10,946	12th Nov.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yoko

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Steamship "CARNARVONSHIRE" (Via Oran) ... 2nd Nov.

Motor Vessel "GLENTARA" (Via Oran) ... 30th Nov.

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Motor Vessel "GLENLUCE" ... 7th Sept.

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Motor Vessel "GLENBEG" ... 29th Sept.

Motor Vessel "GLENTARA" ... 18th Oct.

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Por s.s. Haruna Maru from Japan, via ports, August 26.—Mr. S. Caccio, Mrs. S. Caccio, Mr. S. Chanet, Mr. Chan Ming Tsung, Mr. Chen Koh, Mr. Cheg Teo Wan, Mr. Chen Wei Sing, Mr. Chew Wen Tsan, Mrs. Chen Zee Heng, Mr. Chung So Choh, Mr. E. Cherry, Mr. G. C. Crisler, Mrs. K. Elhara, Mr. P. Foulon, Mr. A. Gilson, Mr. L. A. Greenholgh, Mrs. S. Greenholgh, Major H. C. Hull, Mr. Kuo Shou Hsien, Mr. Lee Wah, Mr. A. Ludwig, Mrs. H. L. Lello, Miss S. Loureiro, Dr. S. A. Morris, Mrs. M. Morris, Mr. T. Odgelet, Mr. G. Pilean, Mr. R. Roxburgh, Miss O. C. Rodhe, Mr. J. Soriano, Mr. A. K. Soong, Mr. M. Tudeo, Mr. Tung Oen, Mrs. S. T. Wong, Mr. Yang Chin, Mr. G. W. Yip, Mr. Chang Jun, Mr. Chen Song Te, Miss Feng, Mrs. F. Armstrong, Mr. K. Ando, Mr. F. G. Arnao, Mrs. F. Arnao, Master M. G. Arnao, Miss A. G. Arnao, Mr. M. Doi, Mr. R. Fujimura, Mr. M. Fujiwara, Mr. S. Fujimura, Mr. K. Harada, Mr. Y. Horii, Mr. T. Hosokawa, Mr. E. Hara, Mr. R. Hanta, Mr. F. Hancock, Mrs. A. Hancock, Mr. S. Inouye, Mr. S. Ito, Mr. Y. Kurokawa, Mr. R. Kusu, Mr. K. Kikuchi, Mr. Koh Ming Chang, Mr. M. Masuda, Mr. I. Matsui, Mr. H. Miyama, Mr. K. Isotani, Mr. S. Kimura, Mrs. K. Kimura, Miss Y. Kimura, Mrs. S. Kato, Dr. R. D. Mackenzie, Mr. S. Mine, Mr. B. Matec, Mr. K. Morita, Mr. S. Nagamori, Miss T. Nihonmaya, Mr. M. Nitta, Miss T. Nitta, Mr. G. Ohniwa, Mrs. Y. Ohrya, Mr. H. Okamoto, Mr. K. Ozaki, Mr. J. Redero, Mr. Y. Redero, Mr. A. B. Vasconcelos, Mr. R. Hunter, Mr. J. Duguid, Mr. and Mrs. F. G. Arnao, Miss T. Nihonmaya, Mr. T. M. Hazlewood, Mr. S. Shinchera, Mr. T. Yamaji, Mr. F. B. Silva, Mrs. R. Haichigaya, Mrs. Armstrong, Mr. T. Hosokawa, Mr. R. Fujimura, Mr. S. Takebayashi, Mr. H. H. Scott, Dr. C. Harada, Mr. H. S. Lee, Mr. and Mrs. Kan Ah Chong, Mr. M. Isoya, Mr. S. Mine, Mr. G. Omiya, Mr. K. Kikuchi, Mr. and Mrs. Sakai, Mr. and Mrs. Leung Kit Hung, Mr. E. Tamaki, Mr. M. Doi, Dr. R. D. Mackenzie, "Mrs. Nery, Mr. S. Fujimura, Mr. Lennu Man Kuen, Mr. Leung Kao Ping, Mr. K. Morita, Mr. Y. Ishikawa, Mrs. S. Fong, Sister A. Rovera, Mr. K. Ozaki, Mr. T. Uchida, Sister J. de Luz, Mr. and Mrs. Kimura, Miss Kimura, Mr. G. D. Sadharam, Mr. and Mrs. Lo Kam Wan, Miss Lo Sin Ying, Mr. H. Isayama, Mrs. Y. Horii, Mr. M. Nagamoto, Mr. S. Inouye, Miss Leung Lai Ling, Master Leung Kit Sing, Mr. I. Vladimir, Mr. M. Thosing, Mr. J. M. Lam, Mr. Kwan Wing, Mr. S. Leung Chuen, Mr. and Mrs. Tang Kui Cho, Mrs. S. Karippa, Mrs. A. Soga, Mr. K. Koh Ming Chang, Mr. Tong Pui Cheong, Mr. Son Tien Tung, Mr. Woo Zao Ding, Mr. Sung Sheung Pak, Mr. Leung Wai Pak, Mr. F. C. M. Wei, Mr. Lai Tak Wing, Mr. S. H. Hizuchi, Mr. S. H. Woo, Mr. R. Kusukawa, Mr. S. Sakimoto, Mr. S. Ino, Mr. Y. Oya, Mr. Lo Che Ching, Mr. J. Pires, Miss L. Pires, Mr. Chan Kwok Sun, Mr. Chan Kwok Kheong, Mr. Y. Kurokawa, Mr. M. Hara, Mr. Barston Mutesco, Miss M. S. Alson, Mrs. A. Ceecho.

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Victoria, Hongkong.

**HONGKONG NAVAL BOXERS AT HOME.**

An interesting picture received from Home showing the boxing team trained by Jim Cartilage at Devonport, which took part in the Services Boxing Trophy there. Members of the team won four championship belts (bantam, feather, welter and heavy), and five runners-up. Hongkong folk will doubtless recognise Seaman Rogers (middle of back row) who fought here as feather-weight; and Stoker Moir (middle of standing row) who fought here as heavy-weight; and Jim Cartilage himself, on the extreme right of the picture.

**LOAN FOR PUBLIC WORKS.**

(Continued from Page 1.)

**No Military Contribution.**

15 All money appropriated out of the revenue and assets of the Colony for the payment of the interest on the bonds and for the formation of the sinking fund, and all dividends, interest or produce of any investments which represent any portion of the sinking fund, shall be deducted from the Colonial revenues before the calculation of the sums payable to His Majesty's Government under the Defence Contribution Ordinance, 1901.

**Objects and Reasons.**

The object of this Ordinance is to give the Governor power to raise a loan of \$5,000,000 for the purposes specified in the Schedule to the Ordinance, namely:

(1) Water works development \$3,500,000.

(2) Aerodrome and harbour development \$1,000,000.

(3) Other public works \$500,000.

2. The first item relates to the Shing Mun water scheme, and the figure of \$3,500,000 is believed to be a fairly close estimate.

3. The second item includes the contribution of the Colony to the formation of an aerodrome, which will be partly for military purposes. It also includes certain dredging operations which will be useful both for the development of the harbour and for the purpose of forming the aerodrome. This item cannot at present be precisely estimated.

4. The third item, "Other public works," is perfectly general, but section 3 (1) of the Ordinance provides that no expenditure is to be incurred in respect of this item unless such expenditure has been approved by a resolution of the Legislative Council and by the Secretary of State.

5. As it is obviously impossible to foresee the exact expenditure on the Shing Mun scheme, and as the second item in the Schedule is admittedly not a precise estimate, provision is made in section 3 (2) of the Ordinance for the transfer of money from one item of the Schedule to another, but no such transfer can be made unless it has been approved by a resolution of the Legislative Council and by the Secretary of State.

**Based on War Loan.**

6. Sections 4 to 12 are practically copied from sections 3 to 11 of the War Loan Ordinance, 1916, Ordinance No. 12 of 1916. The dates differ of course, but there are no other changes if any substance in these nine sections. The loan would be redeemable at par on the 1st November, 1938, but at any time after the 31st October, 1932, the Governor may approve of the redemption by purchase of bonds to such total value as he may determine, and at any time after the 31st October, 1932, he may direct drawings by lot of bonds to such total value as he may determine. The interest on the loan is to be 6 per cent.

7. Section 12 of the War Loan Ordinance, 1916, which exempted from all taxation the bonds issued under that Ordinance, is not repeated in the present Ordinance.

8. Section 13 and 15 of the present Ordinance are copies of sections 13 and 14 of the War Loan Ordinance, 1916. Section 16 of this Ordinance exempts from military contribution all moneys appropriated out of revenue for the payment of interest on the bonds and the formation of the sinking fund, and also the interest on any investments representing the sinking fund.

9. Section 14 of the Ordinance makes this loan a trustee investment.

**CLIFF DRAMAS.****CLIMBER'S 100 FEET FALL.**

Hundreds of visitors spent an exciting couple of hours watching a thrilling and dangerous cliff rescue at Ilfracombe last month. Two visitors from Kentish Town, London, Mr. William J. Raymond and Mr. Harry Robinson, attempted to climb from White Beach to the top of the cliff, which is about 300 feet high at this point.

Having scaled about 100 feet up the cliff face they appeared to be in difficulty, and began to retrace their steps. Robinson descended quickly, but his companion could not do so, and again tried to reach the top.

At a height of about 250 feet he could get neither up nor down, and in this position he remained for two hours, clinging with outstretched arms to the precipitous face of the cliff. "I can't hold on much longer," he shouted.

Several would-be rescuers got near him, and although they could not reach him they told him that help was coming and encouraged him to hold on.

After a long wait two coastguards and three policemen arrived with ropes, and with the help of a local tradesman lowered Raymond to the beach.

Even here the difficulty was not at an end, for the tide had risen, and rescued and rescuers had to wade chest-deep through the water to safety.

**REALTY COMPANY.**

(Continued from Page 1.)

The Report and Accounts for the Financial Year ending 30th June, 1927, as presented, was adopted and I shall be much obliged if some shareholder will kindly second such proposal, whereupon questions as to the Report and Accounts may be raised.

The adoption of the Report and Accounts having been proposed and seconded, I shall be pleased to endeavour to answer to the best of my ability any questions which any shareholders may raise thereon.

When Mr. Thomas Melsom, junior of St. Paul's-road, Walworth, a wireless mast erector, yesterday petitioned for divorce from his wife, against whom he received a decree nisi for divorce in 1920, Mr. Justice Swift asked Mr. Latey, who appeared for the petitioner, how often his client thought he could come to the Court and ask for a divorce.

Counsel said he hoped this would be the conclusive application. His Lordship: The granting of divorce is not merely for the amusement of the parties. If people come here and obtain a divorce and then go and live together again, when they come a second time they may not find their petitions are entertained.

Mr. Latey said the decree of 1920 was rescinded on the application of the King's Proctor, when it was known petitioner and his wife were living together again. The wife was now charged with misconduct with a man at Peckham.

**ACKNOWLEDGMENT.**

The following telegram from Shanghai was received by the Netherland Consulate General Netherland Consulate General, all. Quist."

**TO-DAY.**

Dollar on demand 1/11 7/16  
Lighting-up 6.45 p.m.

**SUICIDE NOTICE IN NOVEL.****GIRL'S JUMP FROM A BOAT.**

The story of a girl who, after writing an announcement of her intention to commit suicide in a copy of the novel "The Sheik," jumped from a boat and was drowned was told at an inquest at Hackney, E., on Caroline James, a servant, aged 19.

Dr. Edwin Smith, the coroner, said the girl's body was taken from the River Lea at 6 a.m. At 2 a.m. a constable met a young man named Abrahams, who told him that the girl had fallen out of his boat and been drowned. He was detained until her body was recovered.

The coroner said that in the leaflet of a book called "The Sheik" the girl had written:

"Forgive me for doing this terrible thing, but I cannot put up with the terrible ordeal of always looking for a job and of trying to satisfy these people. I cannot stand it any longer. I shall now be happy with dear brother and Uncle Will."

Don't think me a wicked girl, dear mum, for this is the end. I cannot stand any more misery.

Young Man's Story.

Harry Abrahams, an engraver, of Forbury-road, Hackney, said he was in the habit of spending his evenings on the towpath of the Lea and occasionally taking girls for a row. On Monday night he saw this girl, whom he knew, and asked her if she would like to go for a row, and she replied that she would not mind.

Suddenly she leaned over the side of the boat, apparently to put her hand into the water. But instead she slid over the side into the river. I stopped the boat and paddled towards her, but she swam away from me. I called to her and grabbed her at her hair, but lost hold of her and she disappeared all at once.

I should think she had been swimming five minutes altogether. All she said as she slid over the side was, "My God!" I called for help but no one came, and I then rowed about for half an hour in the hope of finding her.

The Coroner: As you did not yet wet at all—not even the cuffs of your coat—it does not look as if you made any great effort to get at her—I did my best and I could not have more than I did.

Dr. R. M. Bronte, who made a post-mortem examination, said there was no evidence of injury.

The jury returned a verdict of Suicide while of Unsound Mind.

**HOW MUCH DO YOU KNOW?**

The following are the replies to to-day's questions:

1. A courier and ambassador; he arranged the peace terms between England and Spain for Philip IV. George Bonner, 16th Sir James Throckmorton (1580-1644). Scarcene Painter, and decorator of many interiors.
2. The Sicilian Antonello da Messina in the fifteenth century. 3. Hans Holbein, painter of "The Ambassadors." 4. In Greece; Donatello, Pisanello, 2. Pisanello, Cimabue, Manet Decas, Renold, and Manet. 5. Rodin. 6. Blumen. 10. Michael Angelo; the ceiling and walls of the Sistine Chapel of the Vatican. 11. For Julius Caesar. 12. Velasquez.

The Hospital Comforts Committee begs to acknowledge, with many thanks, receipt of gramophone records from Mrs. H. K. Holmes, parcels of literature from Mrs. A. R. Sutherland and the Hon. Mr. J. Owen Hughes, packs of playing-cards from Messrs. Donnelly and Whyte, and 500 maps of China from the South China Morning Post.

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HARRISON FORD

LESLIE FENTON

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Scenario by

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